

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5252

九月二十二日

SATURDAY, SEPTEMBER 8, 1906.

九月八日

\$13 PER ANNUM.
SINGLE COPY, 25 CENTS.

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BIRTHS.

On August 17, at Taichow, the wife of Dr. S. N. BABINGTON, of twin daughters.

On August 25, at Shanghai, to Mr. and Mrs. E. MORTIMER THOMAS, a son.

MARRIAGES.

On June 13, at Saint Martin-in-the-Fields, Charing Cross, RICHARD SADLER FREEMAN MCBAIN, of Shanghai, to CECILE, MARIE MCBAIN, of Shanghai.

On the 27th August WILLIAM TAIT BOWIE of the Duff Development Co., Kelantan, son of the late Andrew Ferguson Bowie, of Edinburgh, to AGNES, eldest daughter of D. F. de l'Hoste Ranking, L.L.D., of London.

On the 2nd September, 1906, at the Synagogue, "Oheb Leah," ALBERT RAYMOND to RICHIE, eldest daughter of Mr. and Mrs. D. H. Silas, of Hongkong.

DEATHS.

On August 28, on board the *Kosai Maru*, EMILY CHARLOTTE, wife of Alexander C. Wilson, aged 38 years.

On August 29, at Shanghai, EMILY CUTFORTH, aged 29 years.

On September 1, at Shanghai, HARRY SMITH, aged 35, late managing director of the China Printing Co. Ltd.

At Shanghai, on the 1st September, THOMAS DAVIES, 2nd late Engineer, China Merchants S.N. Co., aged 31 years.

On September 2, at Shanghai, DR. CURT SCHOLZ, acting Consul-General for Germany, aged 37 years.

On the 3rd September, 1906, at the Victoria Hospital, Hongkong, FRANK J. CODY, Jr., son of Mr. and Mrs. F. J. Cody, of Manila, aged 2 years and 1 month.

the part of landowners to obstruct the acquisition of the necessary lands would be tolerated. It was also stated that the matter had been referred to the Board of Commerce, for approval and such approval had been obtained. Naturally, those watching the trend of events in South China could not fail to recognise in the construction of the proposed line another link in the chain of provincial improvements which have for their object the elimination of foreign interference—using the word in its widest sense—the development of local enterprises, and the firm determination of the Viceroy, backed by his officials, the gentry and the merchants to raise the Two Kwangs out of the slough of apathy and indolence. But apparently those facts have not appealed to the intelligence of some who have their temporary home in Canton, or, at any rate, they have been blinded. No doubt, we are all anxious to see Hongkong maintain her pre-eminence as a port in the Far East but they are poor friend to the Colony, and to the interests of Great Britain, as the great sea-carrying power of the world, if they fail to direct attention to movements which can have no other than a pernicious effect on local trade. Hongkong as a trade centre is threatened on many sides; even Kowloon promises to exert an unfavourable influence on the island—although, of course, not on the Colony as a whole—once the Kowloon-Canton railway is an accomplished fact. It therefore behoves all concerned in the future of the Colony to regard with the utmost keenness the rapid advance which is being made in all directions by the Chinese under Chinese direction, with Chinese capital, and either by the instigation or with the support of the Chinese Government. That the construction of the line to Whampoa is no myth and that it is viewed in the most serious light by the British authorities is evidenced by a report which appears in the *Universal Gazette*, a publication which has access to trustworthy sources of information and whose news can generally be relied upon as accurate. It is reported in that journal that the "Hon. M. L. D. Carnegie, the British Chargé d'Affaires, has argued with the Waiwu that the Whampoa Railway, now in the course of building by Viceroy Teen Ch'un-hsuan, is against the original agreement and the works should be stopped." In other words, the then principal representative of the British diplomatic service at Peking took immediate steps on learning of Viceroy Shum's scheme to present a protest to the Foreign Office of China against the construction of the line connecting Whampoa with Canton. The question arises: What was the "original agreement" referred to in the above despatch? The *Universal Gazette* believes it to be the undisclosed agreement framed in connection with the Kowloon-Canton railway, but observes that in such case the agreement to which it refers being merely a matter of business undertaking it is no cause for the interference of the British Chargé d'Affaires. The probability is that there is a great deal more under the Viceroy's proclamation and the British protest to the Waiwu than has yet appeared. Whether our conjecture that it is the intention of the Chinese Government to secure the elevation of Whampoa as a port of call at the expense of Hongkong is correct or not, the fact remains that the matter is much more important than would seem to be appreciated by some parties in Canton, and it is only right that the merchants of both Hongkong and Canton should recognise and endeavour to form some estimate of how their affairs will be affected by the energy and intelligence of the Chinese in South China in prosecuting the extension of the railway system to Whampoa and beyond.

PRE-NUPITAL NOTIONS.

At the reception following a wedding which took place in Hongkong the other day it was noticed that a large proportion of the gifts from the well-wishers of the newly-married couple consisted of envelopes marked "cheque." Although the galaxy of electro-war and odds and ends which usually adorn such displays was robbed of its brightest constellations there was a solid air of sense about the exhibition of wedding presents which was remarked by all the guests. It may be satisfactory for the moment to be in a position to show the favour in which the couple starting in double harness are held by their friends by an abundance of cheap tableware and gin-crack jewellery, but the feeling does not endure, for who can picture the thoughts of the bride who receives a succession of cruet stands and endless cases of plated spoons—which are favourite tokens of esteem—and finds that her home will be overloaded with articles for which, unless she intends to open a hotel or give unlimited parties, she can have no possible use? Moreover, the knowledge that people who are invited to the wedding will probably attempt to overwhelm them with fancy cushions and, possibly, articles which are more useful, is apt to lead the harassed couple to abandon or at least to curtail those pleasant shop-keeping hours which give a fascination to pre-nuptial days. It must be tantalising to find that all the thought and care lavished on the selection of some essential article of furniture are rendered futile by the generosity of a friend. People in Hongkong have seldom a superfluity of cash—unless they belong to the official or highly-favoured class which inhabits the upper regions—and they cannot therefore afford to throw away money on needless household accessories. In England where it frequently happens that both parties to the wedding contract are endowed with a sufficiency of this world's

goods the habit of sending nick-nacks, can be understood, but even in England the useful cheque is appreciated, for even Mr. Chamberlain followed the more satisfactory plan of presenting his son with a cheque on the occasion of the latter's recent wedding. This is a commercial age when the majority of persons may be supposed to know what they want a great deal better than their neighbours. The cheque, therefore, is far more likely to gratify the young couple as a substantial and valuable staff at the gates of a new existence than half a hundred tawdry glittering articles, which will be presently consigned to secret places as nothing more or less than encumbrances. The general opinion of those who attended the wedding which led to these remarks was emphatically in favour of the new idea; and it might be suggested to those who think of giving presents on similar occasions in future that they should give the modern method of testifying their regard some consideration. If it be more blessed to give than to receive then the giver will be thrice blessed who looks to the future of the recipient rather than to the ornate display at the reception ceremony.

OFFICIAL SALARIES.

(4th September.)

Those who have any conception of the trials which must afflict the lesser paid servants under the Government will welcome the minor concession which has been granted by the Government of Ceylon to the members of the clerical staff in that Colony. It may be remembered that a few weeks ago we published some bitter comments by the *Ceylon Independent* on the methods pursued by the senior service in considering a scheme to increase the salaries of the chief and under-officers of the Government. The clerical staff—distinguishing that body from the Civil Service, and heads of departments—sent in a petition praying the Government to grant an increase of salaries to them, and submitted several cogent reasons why the increase should be given. Some suspicion was aroused when the official element in the Legislative Council seemed to assent to the scheme, but it was only after the matter had been considered in private and a report framed that the real significance of that acquiescence was realised. The officials proposed that the salaries not merely of the clerical staff but also those of the Civil Servants should be increased *pro rata*, but while the poorly-paid clerks should be granted as from the beginning of 1906 the well-to-do Civil Servants should have the increase to their salaries ante-dated to January, 1905. It was a great idea, but we learn from the *Independent* that "this monstrously unjust proposal which was directed against Ceylonites" had been thwarted and both the class, especially favoured by Government and those hard-working men who are at the opposite pole to them will get their increase from the same date." Another unworthy move on the part of Government has also been checkmated. While it was proposed that those who received the highest increase were to be paid arrears of enhanced salary from 1905, the intermediate class, also, which is almost entirely composed of Ceylonese, were to be content with enhanced salaries from the beginning of 1906 only. The unofficial members of the Legislative Council stood against this and the Secretary of State will be asked to allow the enhanced salaries of all public servants to commence from the same date. It is difficult to understand how the chief officials could claim privileges under a petition—which did not emanate from them—except by some clever engineering on the part of the chiefs of departments. But if that device to profit under the appeal of the clerical staff were recognised, it has not been found possible to prevent the Civil Servants from profiting in the general rearrangement of salaries. Not only so, but the higher officials will secure benefits which would possibly amaze the lower staff were they deemed worthy of enjoying them. At first sight it would seem that the real beneficiaries are the clerical staff, because they are to get an increase of 16 per cent. on their salaries. The intermediates are to receive 15 per cent., and the Civil Servants a miserable 13½ per cent. But how does that work out? A little consideration will show that 13½ per cent. added to the salaries of the appointments in the Civil Service becomes a princely increase, while the 15 to 16 per cent. added to the salaries of the multitude of appointments in the clerical service becomes a beggarly dole. For example, a salary of \$10,000, a year, with the addition 13½ per cent becomes \$11,350, and a salary of \$1,000 a year with the addition of 15 per cent. becomes \$1,150; that is to say in one is given an increase of \$1,350 and to the others \$150 and \$160 only! In spite, therefore, of all calculations about percentages, it still remains true that the upper service has swallowed up the largest portion of the sum set apart for increase of salaries, while the clerical service has had to be satisfied with only the crumbs which remain over from their masters' table. In this connection our contemporary in Ceylon indulges in some reflections which may also be applied to Hongkong. It says: "The system on which Crown Colonies are governed lends itself more or less to the perpetuation of an evil which is common to all such Colonies. The Governor who is appointed to administer the Government for quinquennial periods is more or less at the mercy of his official advisers, those he finds on the spot on his arrival, and who have in most cases grown grey in the service of the Colony. That the new Governor should place reliance on these officials, who are heads of departments, is but natural, but a

discreet administrator would receive all such advice with caution. He should remember that these men have been for a long period in an official groove, and that their opinions are too often coloured by bias and prejudice, and where their own interests are considered, they have come to believe that the Colony was made for them." It should be added that the principal officials have the ear of the Government while the subordinates are practically voiceless. It is not suggested that the chief officials should not receive any advantages, but that they should benefit at a rate out of all proportion to those who are the workers and whose lives are spent in the Colony is decidedly unfair. The example of Oeylon should not be lost on Hongkong when any scheme of a similar character comes, as it certainly will come, before the members of the Legislature in this Colony.

A HINT FOR HONGKONG.

There is always a fly in the amber and, after the enthusiastic notices which appeared in the newspapers of Singapore regarding the overwhelming success which attended the recent agri-horticultural show held there the other day, it is rather disconcerting to learn from the weekly critics that in many respects the show was mismanaged. It is somewhat difficult at this distance to comprehend the exact grievances which the cavillers would hurl at the heads of those in charge of the arrangements, but it is apparent they are something enormous. Whether the show was held on a Sunday when the committee should have remembered the fourth commandant, or whether the show was closed on a Sunday in despite of the people's clamour we cannot say, but this much would seem to be clear—the natives did not understand the entire plan and began to clear away their stock and exhibits before the show was over. The committee, it is averred, was far too large to be workable—everybody left the management of affairs to everybody else with the result that nobody did anything. As the natives were not informed at what hour the show would open the stands were half empty when the Governor or the Straits Settlements arrived on the scene. But these are the revilements of the weekly press which, no doubt, obtain a measure of support on the off-chance that they will say something against one's dearest friend which will make that friend wince with annoyance. The daily papers on the other hand were unanimous regarding the success of the show, and His Excellency Sir John Anderson spoke in no half-hearted way of its general appearance and importance. Some of the features were decidedly popular. One firm which deals in a special cream dispensed 20,000 free glasses of the liquid to the thirsty crowd, which speaks volumes for the moderation and temperance of the Straits people. Another firm which had a stall seems to have presented the devotees of Bacchus with glasses of whisky gratis! That sounds somewhat Rafflesian, but the statement is supported by the allegation that some of those introduced to the creature delights of the south carried off their free whisky to mix it with their free glasses of milk. Whether it was a case of one man one drink, whether cumulative drinks were allowed, whether the plurality enjoyed an innings, whether people resorted to disguises and were detected by an extension of the Berillion system are matters "wropt in mystery." There was also a sort of free lunch counter where people feasted on loaves and fishes of the most approved type. It must have been a glorious time in the Southern Settlement. Only, the analysis of all these "free, gratis and for nothing" delicacies is like the story of the miser who bequeathed his estate to his wife, the widow of his son, and the wife of his son, and the wife of his son, and so on ad infinitum. Still, if there be but a semblance of truth in the tale, the sooner Hongkong holds an agri-horticultural exposition the better it will be for the "gaiety of nations." After what we have heard about the fat pigs, beefy bullocks, and shapely sheep which visit the abattoir, and the beauties of the vegetable lands at Wong-nai-cheong, who grow the salad products which can always be rendered innocuous by being boiled for a few hours or cleansed of all impurities by being steeped in water along with a bar of copper-plate, to say nothing of the window gardens which flourish amazingly in back alleys, there is no reason why Hongkong should not emulate Singapore. But care must be taken that the providers of free gifts are also induced to attend, otherwise the show might lose much of its savor.

DUKE TSAI ON CHINESE DRESS.

Evidence is not wanting that the High Commissioners, who were sent abroad by the Chinese Government to inquire into the political methods of government and the constitutions in force in America and various countries in Europe, have sufficient courage to place their opinions and convictions clearly before the Throne. Already their Majesties have, according to our special telegram from Shanghai last evening consented to grant a constitution to China, in 1910 and parliamentary representation—whatever that may imply—"in a few years." But the Commissioners have not merely submitted their views on political affairs to the Throne; Duke Tsai Tsai, who may be styled the leader of the Commissioners, has apparently gone into the question of dress and appearances as factors in commercial life. In the course of his visit to Europe Duke Tsai was bound to recognize that a Chinaman who, being unassociated with the Imperial service, retained his long robes and

queue, was handicapped to such an extent in his ordinary transactions with "foreigners" that he might as well have remained at home. A Chinaman who appeared in the streets of London in his national dress with queue, tasselled and ornamental slippers, would be the joy of all the urchins in the neighbourhood. He would be jeered at and mocked, much in the same fashion as in the old days a man condemned

buckets of fine potable water to the analysis and filling up the cups of the bacteriologist's backers with bunches of the purest streptococci. The Government analyst having come out of the cold shades of official scission, it is now the duty of the bacteriologist to come forward with a flat contradiction, stating that his friend is not wrong, neither is he right, and that could be considered as the first round, the game standing one all. At present, there is nothing before us but the analyst's report. The analyst after explaining how water should be examined maintains that: "Should water become polluted so as to become dangerous, the contamination could easily be discovered." In other words, there is reasonable ground for believing that if one sees a plesiosaurus hopping about in a turbulent mass of the fluid drawn from his private well there is something wrong with the well or the water. The analyst most generously remarks that he casts no reflection on the bacteriologist—the exact words being: "I do not in any way wish to underestimate the usefulness of bacteriological examination"—but he doubts its wisdom. Did the bacteriologist use a clean nail when he drew up the water or did he forget to bring a cleanser with him? That is one of the serious and searching questions which the analyst asks; and the public will echo the cry. Of course, there was no need for this opposition on the subject of the potability of water. As the analyst rather plaintively remarks: "It would have been quite easy for the bacteriologist and myself, after further experiment, to have arrived at an agreement as to the potability or otherwise of the water in question." Anybody could have told that, but now that the bacteriologist has determined to play the part of the carpet it behoves him to bring in another report. Those who are not compelled to drink the draughts of nectar or absorb the typhoid germs from the Statley Street well will be greatly edified by the discussion.

CHINSEA LABOUR FOR THE PHILIPPINES.

(6th September.)

Since the United States Government assumed sovereignty over the Philippine Islands vigorous steps have been taken to develop the internal resources of the country. The natural and hereditary indolence of the Filipino has to a great extent hampered and hindered those efforts, and it was recognised that besides pacifying the country an elaborate system of communications by road and rail must be established; in that the products of the country might reach the wider centres of consumption. A tentative effort, or at least an effort which does not appear to have been carried out with much spirit, was made in Manila to bring the surrounding districts within easy distance of the capital. But of late years the Government and those citizens who are not entirely absorbed in their own spheres of business, realised that a broad scheme of railway development must be adopted and carried into effect before any tangible results could accrue. The regeneration of the country and of the natives lay, it was wisely decided, in the promotion of railway projects. Unfortunately, from our point of view, the Americans, and consequently, the American Government, have laboured under the delusion that they had a sufficiency of native workers lying fallow. They seemed to think that they had only to hoist the signal of "Labour wanted here" and the natives would flock to be engaged. But the native had forgotten the habits of industry, if ever they pertained to his nature, and the country remained what it is to-day—an unworked gold mine. It is perfectly true that the native residing in proximity to Manila became convinced of the advantages which flow from honest toil. At any rate, that is how it was euphemistically put, in the opinion of many of the natives, the cockneys so to speak, recognised that if they were to carry themselves in a style which was undreamt of by Solomon in all his glory, if they were to live in the height of fashion and charm the eyes of the señoritas of Manila, they must acquire the nimble pest by hook or by crook. As the crook system would not work they had to try the alternative. And to-day the Manilian is no mean labourer, having helped to erect most of the new public buildings, construct the tramway lines, run the cars, and generally behave like his western prototype. This was all very well so far as Manila was concerned, but Manila is not the Philippines. Indeed, Manila should be disregarded, except as the seat of Government, when the Philippine Islands are under consideration. The question was how to secure labour for the spreading of the tentacles of communication across and between the islands. From time to time disinterested observers have offered that, cheapest of commodities free advice. They have dwelt on the large labour field at the very door of the Philippines, but all to no purpose. There is a strong prejudice against Chinese labour; it is a serious offence for a shipmaster or a ship officer to connive at the immigration of Chinese into the Philippines. In these circumstances it is to be wondered at that energetic, hustling Americans, who are not dominated by fear of the "yellow peril," should look with disgust at the situation in the interior, where an immense domain to be ploughed by the agriculturist, the prospector and the planter is allowed to lie idle? The Filipino who can obtain all he wants for bodily refreshment by simply kicking his toe in the soil, has, in the past, absolutely refused to work at stated hours at a stated wage. That being so, is it likely that he will agree to be instructed in the art of railway construction? He must be an optimist of the Olympian type who thinks so. Now approaches the time when the Insular Government will have to reconsider its position. Several railway contracts, involving something like 30,000,000 gold dollars—as we are informed by Mr. Robert B. Westcott, the Associate Editor of the authoritative *Far Eastern Review*—have been entered into with private firms in the States. Everything else to the contrary, white labour in the interior is out of the question. The Filipino prefers the life of

an oaf. The railway contractor has reached an impasse. He cannot employ Chinese labour because under the law of the country the name is taboo. But is the Philippine Government to lose this opportunity of taking its share of the "white man's burden" because a lawless ordinance operates against the entrance of the labour which is only willing to engage? In the opinion of Mr. Westcott, it is probable that the railway contractors, the Sanitary Board, the members who represent the justices, the ratemakers, the magistrates, the proprietors, the property-holders and others, are not to know what a motion was voted what is the use of being members of the Sanitary Board? It cannot be said that the official far that the Press might get hold of some unguarded endorsement. For everybody knows half the business of the Sanitary Board is conducted in private as it is. True, nobody seems to lose in all this secrecy; nobody tries to become chivvy in order to read the hidden doings of the Board barred doors. But it would be interesting to know how the unofficial members manage to keep pace with the officials if they get no inkling of the reasons which led to the rejection of this or the approval of that. Manifestly, if the Board is to be of any value, anything that concerns the Board as a whole should be brought to the knowledge of the Board as a whole; otherwise, the business must be mostly cut-and-dried before it comes to the Board. It has been said that no responsible man would believe that any of the heads of the departments would fear the light of day—as represented by the unofficial members—being allowed to shine on the endorsements on the C.S.O.'s. But in face of the facts, and human nature being what it is, what is one to think? It would be much more satisfactory if His Excellency the Governor, or whoever has the authority, should ordain that all documents, endorsements, opinions and suggestions relating to any matter coming before the Sanitary Board should be at the disposal of the members at the fortnightly meeting, or at any other reasonable time, so that in coming to deal with any subject the members should be in a position to give a decision based on a full knowledge of the facts of the case.

THE CONDUCT OF INDIAN CONSTABLES.

What can be said on behalf of the two Indian police constables who wantonly insulted two gentlemen, in presence of ladies, in Caine Road, on Wednesday evening, brutally maltreated them when called upon for an explanation, haled them off to prison like a couple of hooligans, and trumped-up evidence to secure a conviction? The other day an inspector of police, who was in plain clothes and was paying a short visit to Hongkong—his station being in the New Territory—gave the C.S.O. some idea of the dangers which beset civilians at the hands of the Indian swashbucklers. The case in which he was concerned is of no moment in the present connection—a rickshaw couler endeavoured to victimise the inspector—but he made the caustic remark that if it had been an ordinary civilian in who was concerned, and had an Indian constable been called to settle matters, the probability was that the civilian would have found himself in gaol for attempting to swindle an overworked coolie, and also been punished for committing a breach of the peace. In the present case, the gentlemen, who are well-known in athletic circles, and are not given to roistering, especially in the presence of ladies, were flagrantly insulted by one of those Indian upstarts who are nothing more or less than a public nuisance and a menace to the peace of the community. When the gentle returned to take the number of the policeman and his colleagues, they set upon the civilians like a pack of thieves in the night, stripped them of their clothing and carried them, bruised and battered, to the police station. The incident, fortunately, was witnessed by independent European witnesses who offered to give evidence in favour of the defendants, but in Mr. F. A. Hazelton, who presided on the bench, the Indians found their Nemesis. Mark the disgraceful treachery of the rascally constables. They trotted out a long story about the sufferings they had endured in the fight, which was wholly one-sided, and one Indian constable actually produced his tunic which he had himself wilfully ripped up as evidence that he had been mistreated by the defendants. The evidence of the Indians was a concoction, a parcel of lies, from beginning to end. They bolstered up an unwarranted attack on peaceful and respectable citizens by an outrageous series of calumnies. These are our guardians of the peace, our limbs of the law, who protect us against thug and hooligan, and inspire respect for the force to which they belong! Mr. Hazelton dismissed the case without calling upon the witnesses for the defence—and the Indian constables were allowed to go free. Why were they allowed to go free? Were they not guilty of contempt of Court, or have they been reserved for more drastic punishment? We know how the Chief Justice looks upon the crime of perjury: did not these Indian constables reach the uttermost limits of perjury when they attempted to swear away the liberty of a couple of gentlemen, and should not their punishment be made to fit the crime? This is a matter which affects every person in the Colony. Far too long have these Indians—who are by no means ornamental and certainly seem to be dangerous characters—strutted the streets like turkey cocks, turning up their noses at European trash, and bawling coolies about as if they were ninepins. The Captain Superintendent of Police may be unaware of the fact, but it is common talk that the Indian policemen are a disgrace to Hongkong. Their supercilious behaviour, their insolence to residents and particularly to European visitors who innocently fancy that a uniformed Indian constable is appointed to direct strangers to the best of his ability, and certainly with some degree of politeness, are simply intolerable. They arrogate to themselves the rights of potentates in Hongkong, whereas in their own country they would be crawling in the dust at the feet of a foreigner. Now comes the climax when they begin by openly insulting citizens, beating them in the most blunderously fashion and then running them in as they would a couple of social pests. So much we know, but how often have these same Indians been the direct means, by false testimony, of sending perfectly innocent persons to prison? The entire Indian squad should be overhauled; they may be good members of the tribe in the force, but they manage to elude the vigilance of the public. The Captain Superintendent of Police has only to consult a few independent witnesses to learn the general opinion regarding the Indian constables, and, in this case, it is his duty to see that the full effect of the law is brought home to the perjurers. Unfortunately, all these things reflect on the character of the European members of the force, against whom there is not, as a rule, a word of reproof. The Chinese constables behave civilly and are certainly picturesque. But the Indian constable is past words. It will be a good thing for the community, if this unprovoked assault on decent citizens—combined with the conduct of the constables arranged with almost diabolical cunning—leads to a thorough reformation and reorganisation of the Indian squad of policemen in Hongkong.

"C. S. O.'s"

Some people outside the pale of the public service must have wondered from time to time what was the meaning of those mysterious letters "C.S.O." They may take comfort from the fact that in confessing their ignorance they are in good company. It seems that the letters "C.S.O." which have been the subject of questions, answers, minutes, and objections at the Sanitary Board, stand for Colonial Secretary's Office, though it must be confessed that one stands amazed to learn that such a great and sturdy bulwark of the Empire, not to mention the world, is allowed to be referred to in such a slipshod, flippant, off-hand, even impudent manner. It is just possible that the honourable gentleman who occupies the honourable office of Colonial Secretary for the C.S.O. is also actually designated the "C.S." by the junior members of the staff. But they will be righteously punished even as those who cried in former days "Go up, thou bold head!" for they shall not see grace. They will never attain the height of being described as sterling men—but that is beside the question. The members of the Sanitary Board, or at least the C.S.O., to the junior members of the staff. But they will be righteously punished even as those who cried in former days "Go up, thou bold head!" for they shall not see grace. They will never attain the height of being described as sterling men—but that is beside the question. The members of the Sanitary Board, or at least the C.S.O., to the junior members of the staff. But they will be righteously punished even as those who cried in former days "Go up, thou bold head!" for they shall not see grace. They will never attain the height of being described as sterling men—but that is beside the question. The members of the Sanitary Board, or at least the C.S.O., to the junior members of the staff. But they will be righteously punished even as those who cried in former days "Go up, thou bold head!" for they shall not see grace. 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HONGKONG SHIP ACCIDENTS.

"KWONGCHOW" ON THE ROCKS.

SEVERAL PLATES SPRUNG.

3rd inst.

The excursion steamer *Kwongchow*, while returning from Macao yesterday forenoon, struck the south-west point of Lantau Island and was jammed on the rocks for nearly an hour. The damage done to the *Kwongchow*, according to her agents, was rather serious, a few plates being torn open and several others dented by the effect of the shock. There were on board the excursion boat at the time over 270 passengers returning from Macao and the force of the impact, it is reported, pitched several passengers out of their chairs, but there was no panic among them.

The *Kwongchow*, the commander of which is Captain Meade, left the wharf at Macao at ten o'clock yesterday morning bound for this port. At eleven o'clock the vessel passed her sister-ship, the *Kwongtung*, which was bound for Macao. Shortly before noon Captain Meade left the bridge in charge of the second Chinese pilot and went below to tiffin. Everything was going on smoothly on board when all of a sudden there was a crash, followed by the sound of plates being ripped and torn, and those in the saloon realized that an accident had happened. The captain made for the bridge at once, and found his ship wedged between the rocks in a most peculiar position. The *Kwongchow* was going full speed at the time of the disaster and the force of the impact swung her stern around. Every effort was put forth to get the ship off the rocks and about an hour later, at ebb tide, the vessel was successfully refloated.

An examination of the ship followed, and as it was discovered that she was making very little water, the order of "full speed ahead" was rung on the telegraph, and her bows pointed for this port.

She arrived in Hongkong safely at about three o'clock and went to her wharf, where her passengers and cargo were landed. A signal was then hoisted calling men from the dock to pump her out. Two engineers arrived and as it luckily happened that there was a vacancy in the dock the *Kwongchow* was taken to the Hongkong and Whampoa Company's docks at Kowloon immediately her cargo was landed. No damage was done to the cargo.

It was quickly noise about the arrival of the *Kwongchow* at Hongkong that an accident had occurred and crowds went along the praya to see the vessel. She was lying deep in the water, her bows being only a few feet from the surface while her stern was rising high above the jetties. The screw was kept going at full speed, the sea being that her bows should be kept as high as possible. The water was being churned up, although the vessel made no movement, being held to the wharf by stout ropes. A water boat was called and pumps sent into the hold of the *Kwongchow*. By this means she was kept afloat until her cargo was removed and she could be docked at Kowloon.

The accident was due to the rudder chain leading to the bridge, having snapped just as the vessel was passing the island, with the result that she became unmanageable.

The *Kwongchow* will be in dock for a few days, after which she will take up her usual runs.

Praise is due Captain Meade for the prompt measures he adopted to ensure the safety of his fine vessel and it says much for the confidence of the passengers in his seamanship that the majority of them looked on the accident in the light of an unexpected but none the less interesting episode of the passage, rather than a serious affair likely to inconvenience them.

"SEXTA" COLLIDES WITH "STRATHMORE".

MORE WORK FOR THE DOCKS.

3rd inst.

A collision occurred at the eastern end of the harbour, at about 6.40 o'clock this morning, between the German steamer *Sexta* and the British ship *Strathmore*. The damage done to the *Strathmore* was very extensive, her stem being completely twisted to starboard, while the *Sexta* sustained a few damaged plates on her starboard side.

The s.s. *Strathmore*, which is commanded by Captain King, has been at anchor at the eastern end of the city for about a week, discharging a cargo of coal, which she brought up from Southern ports. The s.s. *Sexta*, of which Captain H. Kraeft is in charge, left Wakamatsu on 26th August, bound for Canton, heavily laden with coal.

The *Sexta* entered Lyemoon Pass early this morning and on attempting to make for her buoy, she is alleged to have crossed the bows of the *Strathmore*, but in doing so she got too near that vessel, with the result that the starboard side of the *Sexta* fouled the port bow of the *Strathmore*. Those on board the *Sexta* put the wheel over but the ship would not answer and she grazed along the bows of the other ship twisting her stem considerably. After the accident the *Sexta* steamed to her buoy. Both ships will go into dock shortly.

The *Sexta* is a steel screw steamer of 992 registered tons. Her dimensions are:—length, 265 feet; breadth, 37 feet 8 inches; and depth, 18 feet 3 inches. She flies the German flag. Her local agents are Messrs. Siemssen and Company. The *Strathmore* is also a steel screw steamer, built at Newcastle in 1894. Her registered tonnage is 2,396 tons. Her dimensions are:—length, 350ft.; breadth, 43ft.; and depth, 19ft. 3in. She is registered at Glasgow and owned by Messrs. W. R. Corfield and Company. Her local agents are Messrs. Dodwell and Company.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

3rd inst.

The following are the highest scores in the pool competition which took place at the King's Park Range on Saturday and Sunday, the 2nd and 3rd September, at the 500 yards range:

J. McInnes	56+14=70
G. H. Wakeman	63+6=69
L. G. Bird	58+10=68
J. N. Jones	52+16=68
H. T. Richardson	53+14=67
H. W. Bird	58+18=66
J. H. Pidgeon	65 scr. = 65
D. Willis	52+12=64
A. C. Frankha	44+20=63
J. C. Gow	62 scr. = 62
J. Lambert	41+14=55
E. W. Terrey	40+14=54
W. Chatham	33+20=53
J. McCubbin	38+13=51
R. D. Atkinson	32+18=50

FASHIONABLE JEWISH WEDDING.

RAYMOND-SILAS.

3rd inst.

The Synagogue, "Ohel Leah," in Robinson Road, presented a very gay and lively appearance when the many friends of the contracting parties assembled yesterday afternoon, to witness the nuptials of Mr. Albert Raymond, of Hongkong, and Miss Richie-Silas, daughter of Mr. D. H. Silas, also of Hongkong. The Synagogue had been very tastefully decorated with festoons of evergreens, the pillars being also encircled with the same foliage, while red carpets were laid down from the door to the spot where, in front of the Ark, the ceremony took place.

Mr. D. H. Silas, assisted by Mr. H. A. Meyer, officiated in the tying of the nuptial knot which "made of them twain one." The bridegroom, attended by Mr. C. D. Silas, who acted as best man, was early upon the scene, to await the coming of the bride, who shortly afterwards entered the Synagogue, attired in a very handsome gown of dead-white *crêpe de Chine*, and hand-embroidered *mouseline de soie Anglais*, down the entire length of which trailed lover's knots of white satin, while bunches of orange blossom and white heather peeped out here and there, from the folds of lace on bodice, skirt and train. A wreath of orange blossoms and fine tulle veil completed the very handsome long-trained costume, the creation of Madame Jay, while the bride wore a beautiful diamond brooch, the gift of the groom, and carried a splendid shower bridal-bouquet, composed of stephanotis, orange blossoms and tube roses, banked by maidenhair fern. The bride was attended by Misses S. and R. Judah, who acted in the capacity of bridesmaids, and who were charmingly gowned in white silk costumes, daintily trimmed with much chiffon and lace, each wearing handsome gold brooches, the gift of the bridegroom, and carrying miniature replicas of the bride's bouquet.

After the ceremony was concluded in the Synagogue, the happy couple received the congratulations of their relations, and then an adjournment was made to "Devonia," Peak Road, the residence of the bride's parents, where a reception was held in a large pavilion, specially erected on the lawn, when the health of Mr. and Mrs. Raymond was drunk in bumper, after they had received the felicitations of their many friends present, and the bride had, according to orthodox custom, cut the first slice of cake.

LIST OF PRESENTS.

The presents, both handsome and numerous, were displayed in the drawing-room, and besides those, of which we append a list below, a large number are on the way to the Colony, from friends of the happy pair in other parts of the world.

The presents include:—Mr. M. Simmons and Mrs. Simmons, silver card case, cruet stand and one dor spoon; Mr. J. S. Abraham, silver toast rack; Mr. and Mrs. E. Elista, gold watch; Miss Bird, silver toothpick holder; Mrs. E. Elias, silver comb; Mr. S. H. Michael, gold bangle; Mr. E. J. Ellis and sons, gold bracelet; Mr. and Mrs. D. M. Nassim, diamond brooch; Mr. Ellis Kadoorie, diamond earrings; Mr. D. Haskell, gold locket; Mr. and Mrs. Tuxford, mother-of-pearl opera glass; Mr. M. S. Sassoon, diamond and sapphire pendant; Mr. E. J. Moses, gold bracelet; Messrs. D. Sassoon & Co., gold cuff bracelet and watch; Mr. and Mrs. T. Utcher, embroidered tea cover; Mr. M. H. Michael, silver card tray; Mr. H. A. Weill, set of four silver salt-cellars; Mr. and Mrs. I. E. Ellis, silver flower holders; Dr. Forsyth, silver photo frame; Mr. S. J. David, silver fern pot; Mr. and Mrs. I. Kewall, six silver tea spoons; Miss Sybil Raymond, silver wheel barrow cruet stand; Mr. T. P. Cochran, silver broad basket; Mr. Lau Chin Ting, silver bowl; Mr. M. J. Patell, silver tea set; Mr. E. S. Abraham, set of lacquered tea-pots; Mr. Ed. M. Raymond, blackwood screen; Mr. S. Goldschmid, marble ink-stand; Messrs. S. J. David & Co., cheque; Mr. and Mrs. J. H. Ellis, cheque; Mr. and Mrs. A. S. Shookner, cheque; Mrs. Ezra and the Misses Judah, pair of silver cups; Misses H. A. Meyer, E. Howard, J. E. Joseph and E. Haskell, mantel clock; Mrs. Miss and the Messrs. Gubbay, blackwood escritoire; Mr. J. H. Seth, three silver cups; Mr. R. A. Gubbay, gold bangle; Mr. H. N. Mody, pair silver cruet stands and six finger bowls; Mr. Nankin, cut-glass sugar and milk bowls; Dr. Park, cut-glass bowls; Mr. and Mrs. Sigler, vases; Mr. and Mrs. Sugerman, cut-glass bowls; Messrs. A. H. Ough and A. Bryer, tantalus; Mr. K. D. Ministry, silver flower holders; Mr. F. S. Perry, silver toilet set; Mr. F. P. Shroff, silver flower holders; Mrs. B. J. Raymond, silver photo frame; Mr. and Mrs. I. S. Levy, silver brush and comb; Mr. and Mrs. W. Wilson, travelling clock; Mr. U. Ramjahn, silver flower holders; Mr. M. E. Ezekiel, silver rock shaver cruet stand; Mr. and Mrs. R. S. Judah, silver flower stand; Mr. and Mrs. G. A. Caldwell, cut-glass salt bowl; Mr. J. Gregory, silver vase; Mr. A. V. Apchar, silver vase; Mr. J. Joseph, silver bowl; Mr. and Mrs. Ezra da Silver, draw-work doilies; Mr. and Mrs. E. Ezra, silver salt-cellars; Sun Shing, silver purse; Mr. H. Shui Poo, silver photo frame and vases; Miss Sugiman, silver spoon; Mr. M. Meyer, gold bangle and silver tea-pot; Mr. S. A. Sohli, cloisonné vases; Mr. and Mrs. E. Kadoorie, dozen silver fish knives and forks; Mr. and Mrs. A. Seth and the Misses Séth, dozen silver spoons; Messrs. A. Choo and Wilhee, embroidered crepe shawl; Mr. Lau Koon Hing, silver tray.

VICEROY SHUM.

PROBABLE TRANSPARENCY TO THE YUN-KUEI PROVINCES.

3rd inst.

It is reported from Peking says the *N. C. Daily News*, that owing to the receipt lately of several successive memorials from H. E. Ting Che-pao, Viceroy of the Yun-Kuei provinces, asking for permission to resign his post, His Majesty the Emperor under the advice of the Grand Council may probably transfer H. E. Tsien Chün-hsun, Acting Viceroy of the Two Kwang provinces, over to the former Viceroyalty. As Viceroy Tsien Chün-hsun is unpopular the Two Kwang Viceroyalty and the Yun-Kuei Viceroyalty was over thirty years occupied by that official's father, the late Tsien Yu-ying, it is thought that perhaps the son will be able to rule the provinces of Yunnan and Kuei-hou as well as his father before him. Formerly the great question in that Viceroyalty was the Mahomedan population of Yunnan provinces. These, however, eventually gave the Government the opportunity desired of solving it by starting a Ghari, or holy war, in imitation of their co-religionists of Shensi and Chinese Turkestan. The upshot was that the Chinese Mussulmans of Yunnan were practically wiped out of existence by the Imperial armies, a motley crew of the former managing to escape into Burma.

SANITARY BOARD.

Colonel Schellides, the sanitary bacteriologist, has advised the accidental impurity be removed from the water supply of the Colony, and draw attention to the same in itself, causing much trouble in the Colony, from the absence of any suitable laboratory. It is unfortunate that two opposing reports on a well were recently submitted to the Board. The samples were taken at different times, the water was in fact not always quite accidental, though it might cause two workers to arrive at different conclusions. It would have been quite easy for the Bacteriologist and myself, after further experiment, to have arrived at an agreement as to the potability or otherwise of the water in question.

Colonial Secretary's Office, 23rd August, 1906. Sir.—Referring to your letter No. 124 of 26th ulto, I am directed to state that His Excellency the Governor-in-Council has been pleased to permit the area of the scavenging lane in the rear of four new houses on Inland Lots Nos. 341 and 342 to be included in calculating the open space required under the Public Health and Buildings Ordinance, 1903, subject to the following conditions:

(a) the lane shall be six feet in width throughout;

(b) the lane shall be surfaced and channelled at the cost of the owner and to the satisfaction of the Director of Public Works, and when completed shall be handed over to the Government free of cost;

(c) the houses built upon the lot shall not subsequently be increased in height—I have, etc.

(Sd.) T. SERCOMBE SMITH, Colonial Secretary.

Secretary, Sanitary Board.

A similar reply was received from Government relative to the scavenging lane on Marine Lot No. 177.

C.S.O.'s.

The following letter from Government, relative to submitting C.S.O.'s to the Board, was read:

Colonial Secretary's Office, Hongkong, August 27th, 1906. Sir.—With reference to your letter No. 151 of 23rd inst, forwarding copy of the following resolution adopted *mem. con.* by the Sanitary Board:—"That His Excellency the Governor be asked if he has given directions to the administrative head of the Sanitary Department or to the Sanitary Board to withhold from the Board any C.S.O.'s dealing with matters which have been considered by the Board." I am directed to say that His Excellency has issued instructions that all communications of the Government with the Sanitary Board are to be by letter, and that the papers of this office, on which matters are discussed between officers of the Government, are only to be sent to such officers. I have, etc.

(Sd.) T. SERCOMBE SMITH, Colonial Secretary.

Secretary, Sanitary Board.

Mr. Sheldon Hooper intimated: As this subject is intimately connected with the question of administration about which the Commission will report to His Excellency the Governor, direct, I see no useful purpose in dealing further with this matter at the Board.

Hon. Mr. Hewett intimated: The form to be adopted by the Government in communicating with the Sanitary Board is, of course, a matter to be decided by His Excellency. The resolution passed by the Board was somewhat hasty drawn up, and on further consideration might well have been better and more clearly worded. I understand what was proposed really amounted to this: that all communications from the Government to the president of the Board, in his capacity as president, and not as Principal Civil Medical Officer, must be communicated to the Board. That the president of the Board must not carry on correspondence with the Government or any one else in his capacity as president without the full knowledge of the Board. The Principal Civil Medical Officer holds a very different position towards the Government than the president of the Board, and in the former capacity the Board has nothing to do with the work of the president.

GOVERNMENT ANALYSIS

ON THE WELL WATER SUPPLY.

4th inst.

Mr. F. Browne, Government Analyst, submitted to the Sanitary Board a request for permission to be allowed to forward a minute for circulation amongst the members of the Board on the monthly analysis of the public well water supplies, as owing to statements made at the last meeting of the Sanitary Board it was feared that confidence had been shaken as to the quality of the water, and as to the methods hitherto employed for analysis. By a coincidence the routine bacteriological examinations, arranged for some time ago, have been commenced this month. These latter reports would, it is presumed, be published by the Water Authority, and an idea might get abroad that the examination had been found faulty and had to be supplemented by additional bacteriological tests.

The Hon. Mr. President said he saw no objection to the minute being submitted and circulated. It read as follows: At the last meeting of the Sanitary Board there seemed to be a little misapprehension on the part of some members as to the conclusions which might be drawn from a chemical examination of water. Applying this method of testing: (1) to the systematic examination of water, such as the monthly examinations of the public supplies, in which numerous tests are performed, so that it is easily possible to see whether water deviates in any particular from month to month. Should a water become polluted so as to become dangerous, the contamination would be at once discovered. The chemical method, in such systematic analysis, is in itself sufficient for ensuring the safety of the water supplies, but for many years a bacteriological test (the sugar test for the detection of sewage), has been applied to all waters, so as to have an additional means of detecting impurities. Speaking as one practically familiar with modern chemical and bacteriological methods of testing water, I am satisfied that no one in this Colony need have the slightest anxiety as to the water supplies, after they have been certified to answer the usual tests. The subject of chemical *versus* bacteriological methods of analysis as applied to water is somewhat controversial, so that I do not wish to extol one method at the expense of the other. It might be well perhaps, to state that I do not in any way wish to underestimate the usefulness of a bacteriological examination, as an additional check on the purity of water and on the efficiency of filtration.

2. With regard to occasional chemical examinations, such as of shallow wells, in most cases the chemical analysis affords clear and conclusive evidence, but sometimes a well is submitted, which, although at the time of analysis not showing any dangerous pollution, has displayed certain characters that at once pointed to possible future contamination. Such a well is usually examined and reported on again after six months, and several such wells here have been subjected to such extra scrutiny. Difficulty with such wells is not only experienced in the chemical examination; the Chinese are not very particular as to the cleanliness of the vessels they use for drawing water. Moreover, impurities are continually dropping in from the surface, so that I doubt if hardly a well in this

ALLEGED BRIBERY.

INSPECTOR SIDLEY COMMITTED FOR TRIAL.

4th inst.

The proceedings came to a conclusion at the Police Court this afternoon, before H. H. J. Compton. In the case in which Sanitary Inspector H. J. W. Gidley is charged with accepting \$100 as bribe from one Chak Ho King, on 27th ulto, to interfere with the Sanitary Board's investigation into the death of Mr. Dennis and Ross, prosecuted on behalf of the Crown, and Messrs. C. D. Wilkinson, and Messrs. Wilkinson and Gidley, defended.

THE BROKER'S EVIDENCE.

Mok Ho Shaw, of No. 43, East Street, said he was a rice broker, and was known to Chak Ho King for over ten years. He did brokerage business with the Nam Pak Hong. In addition he acted as a runner for the Lik Kee contractor's shop. He knew the defendant by sight.

Mr. Lau Chu Pak intimated: I don't think the public should have cause for alarm, because the experts disagree.

POULTRY IN THE WESTERN MARKET.

NO ROOM FOR STALLS.

4th inst.

Applications having been received for the allotment of stalls for the sale of poultry in the New Western Market, the Hon. the Registrar General was depoted to inquire into the matter of accommodation with the Colonial Veterinary Surgeon, and at the meeting of the Sanitary Board this afternoon submitted the following report:—I have discussed the question of accommodation for poultry in the New Western Market, with the Colonial Veterinary Surgeon, and we are agreed that there is no room for the wholesale poultry business now at Ko Shing, West Point. When the shop in the old market are provided for there will be only one shop and one store-room vacant which would not provide adequate accommodation for these wholesale businesses.

Mr. Lau Chu Pak

TAOTAI WEN'S VIEWS.

WHAMPOA VERSUS HONGKONG.

THE TAOTAI TALKS OF RAILWAY SCHEMES
IN SOUTH CHINA.

5th inst.

Taotai Wen, as the mouthpiece of the Viceroy at Canton, irrespective of his own ability and power, is decidedly interesting personality. Like a diplomatic courier he has acquired the habit of treading up in unexpected places at unexpected times. There are no drums or banners or flaming garments when the Taotai is on the road; he covers his trail with the skill of a secret service agent. Yesterday he paid a flying visit to Hongkong, making Thomas' Hotel his headquarters. He spent just twelve hours in the Colony, but his business occupied exactly an hour. The remainder of the time was spent in smoking cigarettes and generally discussing airy trifles of apparently no importance with those few who are favoured with his intimacy. He was hidden to the world, until he was handed the card of a Hongkong Telegraph representative.

"Where did you come from? How did you know I was in Hongkong?"

With that diffidence, which is the born attribute of all journalists, the Telegraph scribbled any suggestion of pressence.

A long dour-looking individual who seemed to act as a sort of unofficial guard—another guard, it should be stated, squatted outside the Taotai's door and looked on the pressman with distinct disfavour—came forward and, intercepting a glance, disappeared. The Taotai, smiling generally, as if relieved to find that his visitor was only a journalist, made ready to offer the usual welcome.

A HONGKONG DIPLOMAT.

Taotai Wen, to whom is attributed half the official misdeeds of Canton, is far from conforming to the ordinary idea of the beetle-browed conspirator. A middle-sized man, be-spectacled, with a dragon's black moustache and the large black eyes of innocent childhood. Taotai Wen might be mistaken—in a crowd—for one of his country's gentry with no thought of politics or intrigue. He is the modern Chinaman personified. Not the unbending, stand-on-my-dignity-die-for-it type of Chinaman; not the Chinaman who you can see of chinching in your face, but the ready, resuscitated Chinaman who knows how many beans make five. The moment he entered into conversation, the pale light of child-like inquiry gives place to a sharpness of sight which is only toned down by a certain blandness. Remember, Wen is a Hongkong Chinaman. He does not belong to the straight-backed, old school variety of diplomat. He had his education in Hongkong; was educated at Queen's College, as he told with the charm of a student speaking of his Alma Mater; was a teacher at Queen's College, and owes in great part his position to that institution.

"Oh, no, he had not come to Hongkong on any special business; at least . . ." and he graciously raised his 'tumbler' and wagged it at the interviewer.

THE PORT OF WHAMPOA.

One of the first inquiries was with regard to the construction of the new railway line from Canton to Whampoa?

"Not to Whampoa"—the Taotai interrupted, "but to Amoy. Certainly the line will touch at Whampoa, but that is merely a circumstance. Whampoa happened to be on the route."

"Not the direct route?"

"Well, the line to Amoy comes at Whampoa, but it is on the route surveyed."

"It has been suggested that it is intended to develop Whampoa at the expense of Hongkong."

"Yes, I was reading the *Hongkong Telegraph*," said Taotai Wen, "but there is no idea that any part of Hongkong's trade should be diverted to Whampoa. Why, we could never take away the shipping of Hongkong and bring it to Whampoa. Besides the Canton-Amoy line is a private affair."

"But it has been under the consideration of the Board of Commerce; the Viceroy has issued proclamations regarding the lands which will have to be purchased; the British Chargé d'Affaires at Peking has protested against the construction of the railway—every thing would seem to prove that it has Government sanction and is backed by the Viceroy."

A PRIVATE ENTERPRISE.

"The Viceroy is not concerned with the line in any way," said the Taotai. "It is a private enterprise; the Government has nothing to do with it."

"Then it is a concession?"

"Exactly—a concession to Chang Chensun, the Minister of Commerce, Mining and Agriculture for the two Kwangs. Chang is a rich man who went to the Straits and returned to China. He was a director of the Hankow-Canton railway when it started. He is building the railway on his own initiative; the Government is doing nothing in the matter, beyond granting the necessary privileges for the construction of the line."

NEVER AGAIN.

"But it is possible that as the result of having railway communication with Canton, the port of Whampoa may regain its old status?"

"I don't think so. That is not contemplated. Ships of any size could not be berthed at Whampoa—the water is too shallow."

"It could be dredged."

The Taotai made a gesture. "The railway passes at a considerable distance from the river. As you say, wharves might be erected and brought into connection with the railway, but how could Whampoa hope to compete with Hongkong? Besides Whampoa is not a free port. Hongkong is too firmly established as a port. There is considerable trade between Canton and Amoy and that is the trade which it is hoped to cultivate."

"So that all these rumours about Whampoa becoming in time the rival of Hongkong are without foundation?"

"Absolutely." The Taotai was very emphatic—perhaps a trifle too emphatic, but that depends upon the point of view. "The profits? Why, they go to Chang, who will pay a royalty of 30 per cent to the Government, just as all the railways do. It is a mere incident that Whampoa is on the route to Amoy."

KOWLOON-CANTON RAILWAY.

"As to the Kowloon-Canton railway, has anything been done or is anything being done to start operations from the Canton end?"

"Negotiations are proceeding between the Waiwupu and Mr. Bland of the British Chinese Corporation. When these are completed they will start operations—that will be in a short time, I believe."

"What do you consider to be a short time?"

"About a month. Yes, I should say a month will see the work begun. Have you started boring through the tunnel yet?"

The interviewer said he understood that the engineers were only awaiting the arrival of the drills from England. Taotai Wen seemed only mildly interested in the Kowloon-Canton railway.

CANTON-HANKOW RAILWAY.

"With regard to the Yoch-han railway?"

"You know that work is going ahead with the line to Hankow. Kwong Shung Man is on

his way from Tientsin to act as chief engineer. Kwong is the No. 2 engineer in railway work in China. We had hoped to get Chun Ching-Yu, the No. 1 man, who built the railway from Peking to Kalgan, and several other railways in the north, but as we could not get him, we were very glad to get Kwong, who had great experience. He has been connected with most of the railways built in the north, the Peking-Tientsin line, for example. He is a very good man, indeed, and I am confident we prove him definitely competent and efficient."

"Is he a northern Chinaman?"

"Oh, no. Like Ching, the No. 1, he is a Cantonese. The Cantonese all seem to go in for engineering, mining and technical work generally. Ching and Kwong were both sent to America to study engineering. They did not graduate, but they learned all that was taught in railroad engineering."

Taotai Wen was not to be drawn on the question of the employment of a Belgian engineer.

OTHER SCHEMES.

"You have several improvement schemes in progress in Canton—the bunding scheme, for instance?"

"That is completed."

"And the removal of the barriers?"

"That has been done to the satisfaction of the Commissioner of Customs."

"The waterworks?"

"That scheme has been started. It is proposed to supply Canton with an adequate supply of water whenever we can decide upon the best source from which to obtain the water."

"Is that a private enterprise?"

"In a way it is, but the Government has taken 600,000 taels' worth of shares, out of the capital of 1,200,000 taels."

"Do you expect to supply the whole of Canton with water for that sum?"

"If more money is wanted than more money will be found, you may be sure of that. We expect that the scheme will be completed in about three years."

"Three years? You will supply all Canton with fresh water in three years?"

"Oh, certainly," said the Taotai, with sublime satisfaction.

VICKROY SHUIN.

"There are rumors that the Viceroy is to be appointed to another viceroyalty?"

"Have you seen the edict issued to-day? Perhaps you know that during his absence in Europe, Tuan-Rang, the High Commissioner, was appointed Viceroy of the Min-chu Provinces, but he has never taken up that appointment. The edict issued to-day says that Tuan-Rang is appointed Vice-roy. That shows there will be no changes in the south for some time to come. You can always tell how things will go by watching the movements in the north. These appointments show that the Viceroy of the two Kwangs provinces will remain at Canton; all the stories about his going to that province are baseless. They are fabricated by some of the newspapers which don't know what they are talking about. I give you the facts."

Taotai Wen left Hongkong by one of last night's boats for Canton.

HORSES FOR SHANGHAI.

IS THE MARKET OVERCROWDED?

5th inst.

Thirty-two Australian horses, from Messrs. Denham Bros., Rockhampton, Queensland, were landed in the Colony yesterday afternoon from the China Navigation steamer *Changsha*.

The horses are a fine lot of animals, although they are a bit frisky, but this can easily be explained when one considers the length of time the animals had been cooped up on board ship and the rough passage they had had during the last few days of the trip. In fact, heavy seas were continually washing over the vessel from the time she left Manila. The animals, on landing, were removed to Kennedy's Horse Repository, where they will remain until shipped on the steamer *Tientsin*, which takes them to Shanghai, to be put up for sale by public auction.

It was only a few days ago that twenty-four wales left this Colony for the Northern port to be sold. In former days the Australian horse dealer made a "good thing" on the China market, but recently so many Australian firms have taken up the cut to ship horses to China—and nearly every Australian vessel brings fresh horses for auction—that one wonders whether some of the firms manage to cover the expenses of freight and insurance, much less the price of the horses.

Considering the number of Australian horses that have passed through this Colony, and are still passing through, all bound for Shanghai, and the rumour which was current recently to the effect that a great number of Russian horses are shortly to be auctioned at Shanghai, Tientsin and Vladivostok, we would think by now the Shanghai market must be flooded. Nevertheless, it is to be hoped that Denham Bros. will come out good after the sale.

CATS AT WAR.

LIVELY TIMES AT EAST POINT.

5th inst.

Residents in the vicinity of Morrison Hill Road were aroused late on Tuesday night by the noise created by a host of cats in the neighbourhood engaging in a regular battle of Armageddon. What the trouble was about no one could tell, but from the noise created one would have thought that all the cats in Hongkong were at war. The people in the neighbourhood did all they could to keep out the noise.

Doors and windows were slammed, some snatched the ends of the sheets into their ears, but still the scuffling filtered through, making one think the feline battles were under the bed. The youngsters were awakened and with their howling and the miaowing outside, the banging of doors, and the language of the sterner sex, things really hummed. But the cats would not stop. They scratched and clawed each other and dived about the backyards in a manner suggestive of a wild-west brawl which nearly drove one frantic. Then men were adopted to drive away the infuriated animals. Boots and shoes, bits of wood, and empty (whisky) bottles were hurled at the fighting mob, which increased the noise, for as one missed, got home there would be a groan and the fight would wax faster. Now, and again the sound of broken glass was heard which meant that one of the "shouters" had missed the target and had struck the window of a neighbour instead. The fight lasted for over half an hour, and it would have continued for longer according to a resident in the neighbourhood had not a pistol shot rang out, followed by "I've got him," and the bairies cleared, leaving one on the battlefield. Then peace reigned, and, in the words of the poet, the residents sought "tired nature's sweet restorer, balmy sleep."

AS TO THE KOWLOON-CANTON RAILWAY.

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"With regard to the Yoch-han railway?"

"You know that work is going ahead with the line to Hankow. Kwong Shung Man is on

them they could send them back, if they were not of the quality ordered. Defendants said they would send 20 pieces, but they only sent 19, as they sold one piece in the meantime. All the other goods they had received the defendants had sold.

Mr. Gardiner: Is it not usual to have a settlement of accounts on the eve of the Chinese New Year?

Witness: Yes, when it is possible.

Mr. Gardiner: Then why did not you have a settlement?

Witness: I pressed for a settlement, but they said they had not the money and asked for time.

Mr. Gardiner: Did you give them time?

Witness: Yes, but still they did not pay.

Mr. Gardiner: Then why did not you sue them before?

Witness: Because they pressed me to give them more time.

Mr. Gardiner: Did you give them an opportunity of cross-examining them?

Mr. Gardiner: Then why are you suing them now?

Witness: Because we can't get our money otherwise.

Mr. Gardiner: Did you receive and give a receipt for 532 taels?—No.

Mr. Gardiner: But here is a receipt, with a certified translation.

His Honour: Yes, I've seen it.

Mr. Gardiner: You did not sign this receipt?

Witness: No.

Further cross-examined, witness said, he gave credit for the 19 pieces of gauge returned but he had gone credit for the Customs duties paid by the defendants on the goods, because they had purchased them and afterwards returned them because they could not sell them.

Evidence was then called on behalf of the plaintiffs to prove that the prices charged, and which the defendants objected to, were the market-prices ruling on the date of the purchase of the goods in question. That closed the case for the plaintiffs.

Mr. Gardiner said his case was that the agreement for purchase of the goods was made in Canton, but the plaintiffs did not have them in stock then, and so agreed to send them to Hongkong in a day or two. Goods were sent down, but they were not according to the quality required. No price was agreed upon as they could not show the goods. When the latter arrived in Hongkong they were not of the same quality as ordered, and defendants wrote and told the plaintiffs so, and offered them an amount for the goods which they thought reasonable, otherwise, they would return them. The plaintiffs sent their managing partner down to Hongkong to arrange the matter and settle a price, rather than have the goods returned on their hands. That was done, and payments were made on account until there was a small balance due, and on the eve of New Year's Day the same man came from Canton to effect a final settlement of the account. Certain charges were considered and finally the defendants handed the plaintiff's representative \$100 in full settlement of the account.

After hearing the evidence, for the defence, his Honour said that the plaintiffs were evidently on their last legs, and brought them in the hope of securing some money to back up their business. Moreover, they kept their books in a very irregular manner, and all considered, they must be non-suited, with costs.

CLAIM FOR GOODS SOLD.

5th inst.

In summary jurisdiction this morning, his Honour Mr. A. G. Wise, puisne judge, presiding, Ng Sze Kong and Ng Yui Hui, partners in the Tai Wo firm, of Canton, sued the Tai Wo firm, of Hongkong, for the recovery of the sum of \$1,000, due for goods sold and delivered by plaintiffs to defendants. Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. R. Gardiner, of Mr. O. D. Thompson's office, appeared for the defendants.

Mr. Dixon said the Kwan Wo firm were wholesale silk dealers in Canton, while the defendants were silk merchants in Hongkong. The plaintiffs claimed the sum of \$1,000, which was the balance of an account due for goods sold and delivered to defendants. The actual amount of the balance due was \$1,028.08, but the \$28.08 had been waived in order to bring the claim within the jurisdiction of the Summary Court. The defendants sent their managing partner to Canton to order these goods, because that was their custom, and goods had been previously ordered in Canton in the same way and sent to Hongkong. The prices were arranged in Canton at the time when the goods were ordered. In evidence of the witness would also say that he wrote down the list of the goods ordered, together with the prices arranged, to be charged thereto, in his rough order-book. The goods were subsequently sent to the defendant firm, together with a letter and a bill of lading, and an account setting forth the goods forwarded and the prices thereof as arranged, at the time of ordering the same. At that time no exception was taken to the goods or to the prices, but later on the defendants raised the question that the prices were not the prices arranged. Plaintiffs then wrote to defendants, inviting them to send a representative to Canton, for the purpose of examining their books. A man was sent, and he must have satisfied the defendants as a result of his examination of the books, for no further objection was made to the account for a long time. Plaintiffs continued to forward to defendants copies of the account rendered, and, in the sixth moon of last year Ng Sze Kong came to Hongkong to compare his book with the defendant's, in order to see whether the accounts agreed. Upon that examination he found the book he saw exactly agreed with the one in which the order was entered, and which would be produced before the Court. The defence, he understood, would be that plaintiffs had not credited them with certain money paid on account. He and his client had an inspection of the documents in Mr. Thompson

THE LEGISLATIVE COUNCIL

6th inst.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency, the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E.; His Excellency Colonel Darling, R.E. (Commanding the Troops), Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Sir H. Spencer Berkeley, K.C. (Attorney General); Hon. Captain F. J. Baddeley (Captain Superintendent of Police), Hon. Capt. L. A. W. Barnes-Lawrence, K.C.S. (Harbour Master); Hon. Mr. W. Chatham (Director of Public Works); Hon. Mr. E. A. Howell; Hon. Mr. Edward Osborne; Hon. Dr. Ho Kai, M.C.M.G.; Hon. Mr. Wei Yuk; Hon. Mr. W. J. Gresson; and Mr. A. G. M. Fletcher (Clerk of Councils).

ABSENT.

Hon. Mr. H. E. Pollock, K.C.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE GOVERNOR'S SPEECH.

PROPOSED WORKS FOR THE NEW SESSION.

His Excellency the Governor said: The work to be done during the forthcoming session is to vote sums of money in accordance with the Financial Minutes Nos. 4 to 64 which I shall explain to the Council when the Colonial Secretary moves them to be referred to the Finance Committee; and also to pass the six Bills which appear in the Orders of the Day and four others which will presently be added to that order. Of the six Bills that it is proposed to read for the first time to-day, the first, an Ordinance to amend the Code of Civil Procedure, has been introduced at the desire of the Chief Justice. His Honour originally suggested that in place of an Ordinance amending certain parts of the Code one should be passed to empower the judges to make such amendments. Remarking the satisfaction which was given by the present Ordinance of 1901 as producing some finality with reference to this Code the recommendation of the Chief Justice did not seem to me to be well founded, and I ascertained that this was also the opinion of the legal profession of the Colony. They considered that it would be better that any amendments should be made by direct legislation. The amendments contained in the Bill now before you, I may scarcely be able to judge as they are so debatable, but the Bill will be referred to the Law Committee which will, no doubt, devote their attention to any suggestion they may receive from the barristers and solicitors in the Colony. The second Bill, to amend the Lunacy Ordinance of 1905, is purely to effect a verbal alteration directed by the Secretary of State on the Bill recently passed. The words "High Court of Justice" were employed for the words "Supreme Court" which ought to have been used. The Bill for amending the Merchant Shipping Ordinance, 1899, consists of two effective clauses, of which the first is to prevent junks or launches flying off junks without the permission of the master, in the same way as they are now prevented from flying off or alongside wharves without the permission of the owner. The second provision of the Bill, is intended to revise the junk regulations so as to lessen the attendance of junk masters at the Harbour Office, and generally to simplify procedure with regard to junks getting the various permits that they require to possess. At the same time it is proposed to do away with the system of securities that at present prevail, which is intended to give rise to difficulties which have a prejudicial effect on the junk masters. When the Bill comes to be read a second time, the Harbour Master will no doubt give a full explanation of its provisions. A Bill for amending the New Territories Land Ordinance is for the purpose of making a claim for rent a proceeding relating to land, and so to give the land officer jurisdiction in cases of claims under \$100. Land officers have all the records readily at their disposal and have a personal acquaintance with the districts and with the ways and customs of the inhabitants. It was the intention of the original Ordinance that they should have this jurisdiction, but it was ruled in a recent case that claims for rent were not proceedings relating to land and so did not come under the provisions of the New Territories Land Ordinance of 1905, and is now desired to give them that power under the Ordinance. The Bill for the transferance to General Revenue of certain sums forming part of the Praya Reclamation Fund, is to avoid paying 20 per cent. to the Imperial Government on the sums returned to the Colonial Government by the official adjustment of the Praya Reclamation Fund. The Bill has been approved by the Secretary of State, the Lords Commissioners of the Treasury, and the Army Council have expressed their concurrence. The last of the six Bills, which is to amend the Regulation of Chinese Ordinance, 1888, is due to a recommendation contained in the last annual report of the Registrar-General, which was laid on the table of this Council, that the registration of households be extended. The Registrar-General stated that he had talked this over with various representatives of the Chinese community and they were in favour of the extension. The police consider that the Ordinance is most useful in identifying householders and the Crown Solicitor states that it will also be useful in the mercantile community. It occurred to me as we were to amend the Ordinance to extend the provisions of part 3 to any part of the Colony necessary from time to time instead of restricting it to Old Kowloon.

THIS SUPPLY BILL.

In addition to these Bills, I shall ask the Council to pass through the present session the Supply Bill for 1907. Last year that Bill was introduced on the 7th September; this year I hope to introduce it on the 6th. As members are aware the tenders for the Opium Farm were only opened on 31st August and the revenue to be derived from the Opium Farm effects so considerably the Estimates for the coming year, that it was necessary to carefully reconsider these Estimates and to delay for a week the introduction of the Supply Bill.

AGAINST MORPHINE.

Another Bill which will be introduced later is a Prepared Opium Bill in substitution of the one passed in 1904. That former Ordinance will be repealed and re-enacted so as to include morphine under its provisions, and also with a provision to enable the Government to have some check on the importation of that drug. Later on it is proposed to introduce a new Trade Marks Ordinance, to transfer the registration of Trade Marks from the Colonial Secretary's Office to that of the Registrar of the Supreme Court, to which office it more strictly pertains, and at the same time to introduce certain provisions into the Ordinance which have been introduced into the Home Act and are based on decisions of judges in the home Courts.

WIDOWS' AND ORPHANS' FUND.

And, lastly, it is proposed to introduce a Widows' and Orphans' Fund Ordinance. Members may remember that I promised a similar Ordinance this time last year, that Ordinance was to effect the transfer of that fund from the directors, who now administer it as a separate fund, to the Government, when it would have been merged into

the general accounts of the Colony. This proposal does not find favour with those principally interested in the Fund and the Bill which will be introduced this session does not transfer the Ordinance. It simply includes in it some of the provisions which would be favourable to those interested in the Fund.

FINANCIAL MINUTES.

The Colonial Secretary moved and the Colonial Treasurer seconded that Financial Minutes Nos. 44 to 64 be referred to the Finance Committee.

A sum of eight thousand dollars in aid of the vote, Public Works Extraordinary, Public Health and Buildings Ordinance, 1903—Compensation.

A sum of fifty dollars in aid of the vote, Treasury-Treasurer's Office, New Territory—Other charges, gratuity to police sergeant Gerard for examining accounts.

GRATUITY.

A sum of fifty dollars in aid of the vote, Treasury-Treasurer's Office, New Territory—Other charges, gratuity to police sergeant Gerard for examining accounts.

EVENING CONTINUATION CLASSES.

A sum of two thousand dollars, in aid of the vote, Education—Department of Inspector of Schools—Other charges, evening continuation classes.

KOWLOON-CANTON RAILWAY.

A sum of twenty-five thousand dollars in aid of the vote, Public Works Extraordinary, communication railway to Canton—Survey and preliminary work.

SUPREME COURT.

A sum of three hundred dollars in aid of the vote, Judicial and Legal Departments—Supreme Court—Other charges, fees to counsel for prisoners in capital cases.

PRINTING DEPARTMENT.

A sum of two thousand dollars in aid of the vote, Miscellaneous Services—Printing and binding blue book.

TELEGRAPHHS.

A sum of two hundred and fifty dollars in aid of the vote, Public Works Recurrent—Communications, maintenance of telegraphs.

NEW TERRITORIES.

A sum of two hundred and fifty dollars in aid of the vote, Judicial and Legal Departments—Land Registry Office—Other charges New Territories, incidental expenses.

GREEN ISLAND LIGHT.

A sum of two hundred and eighty dollars in aid of the vote, Public Works Extraordinary—Green Island light improvement.

SCAVENGING.

A sum of five thousand and twenty-four dollars in aid of the vote, Sanitary Department—Other charges, Scavenging city villages and hill district.

HARBOUR MASTER'S OFFICE.

A sum of one thousand and seventy-three dollars in aid of the vote, Harbour Master's Department—other charges, fittings for new office.

THE POST OFFICE LAUNCH.

A sum of one hundred and twenty-five dollars in aid of the vote, Post Office—Hongkong Post Office—Other charges, coals, stores, &c., for steam launch.

ANGLO-CHINESE SCHOOL.

A sum of fifty dollars in aid of the vote, Education, Ping Shan (New Territories) Anglo-Chinese school—Other charges for the following items:

Furniture, \$25

Incidental expenses, \$50

Total, \$50

PUBLIC WORKS.

A sum of two thousand and sixty-seven dollars and fifty cents in aid of the vote, Public Works Extraordinary—Filling in pool on Crown land, Kowloon.

GAP ROCK CABLE.

A sum of two thousand and nine dollars and seventy-four cents in aid of the vote, Public Works Extraordinary—Repairs to Gap Rock cable.

POLICE LAUNCHES.

A sum of three thousand five hundred dollars in aid of the vote, Police and Prison Departments—Other charges, for the following items:

Coal, oil, &c., for launches, \$2,000

Rearrangement of launches & boats, \$50

Total, \$3,500

ALLOWANCES.

A sum of five hundred and forty dollars in aid of the vote, Police and Prison Departments—Police—Other charges, for the following items:

Language allowance to Captain Superintendent, \$150

Teacher allowance to Captain Superintendent, 90

Total, \$540

COLONIAL SECRETARY'S OFFICE.

A sum of one hundred and fifty dollars in aid of the vote, Colonial Secretary's Department and Legislature—Other charges, incidental expenses.

THE DEEP BAY MURDERS.

ALLEGED MURDERERS SECURED.

3rd inst.

Some weeks ago, readers of the *Hongkong Telegraph* will remember, the crew of a deep sea fishing junk mutinied at Deep Bay and murdered the captain, his wife and their son, they set sail—kidnapping the daughter of the murdered captain—and left the waters of the Colony, leaving no trace behind. The news of the outrage reached Hongkong through the nephew of the murdered captain, who succeeded in keeping afloat when pitched into the harbour by the mutineers. He was some hours later picked up by a passing junk and brought to Hongkong.

Immediately the matter was reported to the police, Inspector Langley and Sergeant Wilden, of the Water Police Station, got to work, and in less than forty-eight hours after the report was made they had succeeded in forming a clue and on the 15th ultima Sergeant Wilden left for Macao, where he expected to lay the culprits by the heels.

That the clue was a good one and that the number of a certain fishing boat in Macao corresponded with that given by the nephew of the captain was evident, because on the morning of the 17th ultima the following telegram was received in Hongkong:—"Macao, Assistance wanted; Warrants.—WILDEN."

Inspector Langley procured the necessary extradition papers, dispatched them to Macao, with the result that proceedings for the extradition of the alleged murderers were open, which ended in the men being handed over.

Five men, all handcuffed, arrived here on Saturday from Macao and were removed to the Water Police Station, where they were entered on the charge-sheet for murder.

The case will be opened at the Police Court on Friday afternoon next.

ALLEGED MURDERERS ON TRIAL.

7th inst.

That portion of the Police Court which is set aside for native spectators was packed with sampans people this afternoon when the case in which five native fishermen, crew of a deep sea fishing junk, who were recently extradited from Macao, lined up in the dock in answer to a charge of murder. The prisoners were alleged to have murdered the master of the junk, his wife and his son, on the night of August 2nd. Mr. F. A. Hazelton, heard the case. The prisoners—a tough-looking lot—pleaded not guilty to the charge. Mr. P. V. J. Wodehouse, assistant superintendent of police, conducted the case. Inspector Langley and Sergeant Wilden—who made the capture—the Water Police, watched the case for the police.

The first witness called by the police was the nephew of the murdered captain, who, it will

be remembered, was flung into the sea by the mutineers, and six hours later rescued by a passing junk. He is merely a boy.

THE CAUSE OF THE MURDERS.

There was a difference of opinion as to the real cause of the crime, when it became known. According to the nephew the prisoners wanted the master of the fishing-boat to quit doing peaceful trade and to turn pirates. This the captain would not do. Then the prisoners were alleged to have turned against him. What they wanted was for the master of the junk to sell his fishing craft, purchase a couple, but smaller, junks, and start their nefarious trade. That the master of the junk was a peaceful man, and that he would not join in with their schemes, but threatened to dismiss them if they insisted on turning pirates, was evident, for according to the nephew, the prisoners mutinied on the night of 2nd August, and bore down on the master, and his family, armed with bamboo poles. The lad could only speak after this of what he heard for he was immediately seized and locked in the hold. In the hold of the junk he heard a great commotion on deck and could hear what was said. When the excitement was over he heard a splash in the water and heard one of the crew said:—"We've killed the master!" After about half an hour's confinement he was brought on deck by one of the prisoners and he was asked if he wanted to join them as pirates for a period of two years. They went into details, giving particulars as to the different places they would frequent, emphasizing the fact that the work was easy and chances of capture small. Nevertheless, the boy refused to blank to go with them and he too was pitched into the water. He swam around for a while and heard the order given to hoist sail and a few minutes later the junk left the port. He was then picked up. Then followed the return to the police and the departure of Detective-sergeant Wilden to Macao in search of the prisoners. In the guise of a "sportsman" Wilden laid his quarry by the heels and brought them back to Hongkong. When the prisoners set sail, after disposing of the master and his family, they took with them his daughter. She will be called probably to-morrow afternoon to corroborate the evidence of the nephew and to relate the occurrences that took place on board after the murder of her parents and her treatment while in the hands of the alleged murderers.

ARMED ROBBERY IN THE NEW TERRITORY.

WOMAN BURNED WITH A TORCH.

5th inst.

At about noon yesterday detective-sergeant Watt, armed with a warrant, raided the third floor of No. 2, Po Yan Street in search of gamblers. As soon as the police entered the house there was a stampede. The gamblers rushed the door, but finding the guard on the staircase they retreated and used other means to evade arrest. Several made for the roof and crossed to adjoining buildings, while others made for the verandah. In the verandah all tried to get to the next house at once with the result that one coolie, either lost his balance or was elbowed by the others, fell into the gutter and was killed instantly, having landed on his head. The distance from the third floor verandah to the street is about 33 feet. The police, however, secured twenty-one men and when they were taken into the street the body of the dead coolie was discovered. The gamblers were removed to the Central Station and the remains of the dead coolie taken to the mortuary. The twenty-one men came before Mr. F. A. Hazelton, at the Police Court this morning, when two of their number had to pay \$2 each for being keepers of a gambling house, and the remainder \$2 apiece for gambling on the premises.

UN WARRANTABLE CHARGES.

INDIAN CONSTABLES FAR-FETCHED STORY.

6th inst.

A case which was heard at the Police Court this morning and which was thrown out by Mr. F. A. Hazelton, who said he did not believe the story of the Indian policemen, deserves more than passing notice. The case was that in which Indian policemen Nos. 744 and 62 charged two respectable Portuguese citizens, one a well-known athlete and the other merely a youth, with assaulting them while in the execution of their duty. The story of the Indians was very far-fetched. They said that without any provocation the defendants approached them, and after using "insulting and abusive language" towards them in Hindustani, the defendants set upon them and assaulted them. Indian No. 744 even went so far as to produce his uniform, which was torn in the neck, to justify his statement. The defendants gave a very straightforward denial of the allegation against them and had witnesses to corroborate their statements, but which were not called, in the case of the athlete. He said that about ten o'clock last evening, he was in company with some ladies and was returning home. On passing the Indian policemen, who were standing at the corner of Caine Road and Peel Street, No. 744 addressed him saying: "You too muches drunk!" Defendant escorted the ladies home and returned to get the number of the insulting policeman. He approached him and asked for his number, but the Indian refused, pushing the defendant away. He ultimately got it and on the way to proceed to the station the Indian policeman and others assaulted him. He denied tearing the Indian's uniform or assaulting him. An independent European witness for the defendant, who appeared in Court, but who was not called in the case of the defendant, could give important testimony. He could testify to the fact that at the time of the alleged assault he and his wife passed in chairs and saw defendant speaking to four Indians, trying to get the number of one of the policemen. He had no sooner passed the men than he heard police-whistles blowing and on turning round saw the policemen chasing the Portuguese gentleman. They caught him up, when one of the policemen tore the coat off his back, struck the gentleman and knocked him down. Whatever this witness had further to say was immaterial in the case. His Worship said he believed the story of the two defendants and discharged them.

If the story told by the Indians were merely a fabrication, which it seems to be, the realists with the Captain Superintendent of Police, in interest of justice and good order, to make full inquiries into the matter, with a view to an avoidance of like occurrences in the future.

PRISONER-HUNTING.

EXCITING CHASE IN CENTRAL DISTRICT.

6th inst.

All that part of the Central district starting from Hollywood Road down to the Central Market was in a state of great excitement this morning when a prisoner escaped from the Police Court. Every verandah in that locality was crowded, shopkeepers left their work and repaired to the side-walks, and the streets were packed with people, all wondering what the to-do was about.

Police in uniform dashed wildly all over the place, but in the right direction, each man blowing his whistle, the screaming mob bringing up the rear.

The man they were after was a burglar. He was arrested early this morning after entering a house in Bird Street. On him were found some skeleton keys and a jimmy. He was convicted by Mr. H. H. J. Gompertz and sentenced to three months' hard labour and six hours' stocks. After sentence was passed the prisoner was taken to the waiting room, in charge of Indian constable 827, to await the arrival of his committal warrant, preparatory to being exhibited in the stocks. When the attention of his guard was diverted elsewhere, the prisoner slipped off the board which was hung round his neck—a necessary article when men are to be displayed in the stocks—and cleared away of his whistle.

When he discovered that his prisoner had escaped, the Indian constable gave the alarm by sounding his whistle and then things became lively. P. C. 45, Fox, the Usher of the Court, heard of the escape and bounded out of the compound into Arbuthnot Road, blowing his whistle furiously. Fox caught a glimpse of his quarry turning round the corner of Hollywood Road—near the District Sanitary Office—and then the race started. The fugitive dashed down Pottinger Street with Fox and a few Indians in hot pursuit. The mob did all they could to assist the prisoner in escaping. They blocked the street and by this

way obstructed the officers from gaining ground on the fugitive, thereby giving the prisoner a chance to mix with

AFTER THE WAR.

THE "FRANKLIN" CASE.

HOW IT WAS TREATED IN HONGKONG.

A well known member of the shipping community in Hongkong, whose opinion is entitled to the highest consideration, referring to the paragraph we reproduced from the London press, on the subject of an action for damages for malicious prosecution, and for wages, by the crew of a vessel which called at Hongkong during the recent war, notes that the judgment of Mr. Justice Lawrence, in the King's Bench Division, would seem to reflect on the action taken in Hongkong. According to the paragraph in question Mr. Justice Lawrence said the *Franklin* started in February, 1905, from Cardiff, with cargo of coal, and came to Hongkong, where the crew were told that they were expected to proceed to a port in Japan. The men refused, whereupon they were taken before the Harbour Master, who committed them for 70 days for impeding the navigation of the ship. They went to prison, and the ship proceeded to the Japanese port. The men claimed wages from the time they left Hongkong until they arrived in England. Judgment was that the plaintiffs were entitled to wages up to the date when they arrived in England. No damages could be claimed for malicious prosecution. A stay of execution was granted, as it was a very important matter to the shipping world.

In view of the interest which is being taken in shipping circles in the matter, our correspondent gives the conclusions of the Marine Magistrate in Hongkong in summing up, when the crew of the *Franklin* were tried before him, on a charge of impeding the vessel.

The Hon. Captain Barnes-Lawrence, R.N., said:—There are three points of view affecting such cases, which have to be taken into consideration.

(1) You deliberately signed articles to proceed, to certain latitudes, which embrace both Asiatic-Russian and Japanese Ports, at a time when you knew those countries were at war, and also when you must have been aware that your cargo consists largely of both these nations as "Contraband of War," and yet you wait until within measurable distance of your final port of discharge, which you were also aware was in the Far East, to create difficulties which have involved serious delay to your ship and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created, during some considerable period before you signed on, by other crews, you have deliberately chosen your own time to make representations on the subject now, instead of doing so when—before signing on—you had the opportunity. I assign no reason for your act, beyond the statements you have made; but to show you the difficulties that sometimes occur in judging these cases, I would point out that, in one or two cases recently, when men have been similarly circumstanced, they are reported to have since declared that their engagements were "put up jobs" before they signed on, with the intention of obtaining passages home, spent in idleness, and to sue the owners for full wages up to the time they arrived in England.

(2) The next point is, how far owners can be expected to go, having it stated on the agreement that their vessels are carrying contraband, for without some such statement, attitudes, such as you have taken up, are rendered impossible. An agreement to this effect in the ship's articles would condemn the cargo if captured—without question, and running with contraband might have to be abandoned. If the reasoning powers of the crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that such is the case now—12 months later—when men must surely be aware what they are committing themselves to.

(3) No conclusion has, so far as I am aware, been come to in England as to how these cases should be treated, but the line I have consistently taken since the commencement of the war has been (and this is the third point alluded to) what risk is likely to be encountered in the voyage between Hongkong and the port she clears for. If a risk of capture and personal danger to life may be reasonably thought to exist, I have not, in several instances—in spite of the foregoing considerations—exacted the fulfilment of the agreement. (At the time these men refused duty, the Baltic Fleet had not reached Singapore, the Port Arthur Fleet had been destroyed, and the remnant of the Vladivostok Squadron was blockaded in that port.) On the other hand, where no apparent risk can be shown, I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed; otherwise they are liable to punishment.

Before acceding to the master's request that your action in having impeded the progress of the ship should be dealt with, I would ask you to consider well the points I have placed before you, and trust that you will take advantage of my willingness, and that of the master, that you should, even at this stage, return to your duty."

The crew were given 24 hours to consider the matter.

They were not given solitary confinement nor even hard labour, which was purposely omitted when awarding the punishment. Also they were to be put on board the *Franklin* had she returned to Hongkong as was expected by the master before the expiration of the sentence.

In these circumstances our correspondent holds that the Magistrate performed his duty according to the latest interpretation of the law, and the strict letter of the Articles, which gave satisfaction to shippers whose interests must receive adequate protection by the Court.

MARINE COURT.

ANOTHER IGNORANT COXSWAIN FINED.

At the Marine Court yesterday morning, Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, presiding, Mr. Edward Jones, assistant Harbour Master, charged Li Man, master of licensed steam launch *Kwong Sing*, with unlawfully using the steam whistle of his launch, on the 6th inst., in Victoria Harbour, contrary to Regulation 9, of Ordinance 10, of 1899.

Mr. Jones stated that shortly before noon yesterday, the defendant's launch was proceeding through the harbour to the eastward, at a high rate of speed. When abreast of the Harbour Office he gave a prolonged blast on the whistle, evidently as a signal to some sampans ahead of him. A few seconds later he gave another prolonged blast on the whistle, but never altered his course, or moved his helm.

Li Man said there were some sampans under weigh on his starboard bow, and he whistled to them to hurry their movements.

The defendant was then examined in the use and meanings of the blasts on the whistles, but showed he did not know them.

He was fined \$5 with the alternative of seven days' imprisonment, and warned to study the use of the whistle.

SIGNALLING AT SEA.

NEW ADMIRALTY REGULATIONS.

The Admiralty, we understand, are about to issue a new set of regulations for the signalling between British men-of-war and merchant vessels at sea, both during the day and at night. These new regulations are not intended to abridge, or in any way alter the international code of signals, but merely to frame a set of rules affecting only British vessels. For this purpose they are issuing a manual to explain the new means of signalling, and signalling by the moveable semaphore, and by the Morse system, both flashing and pneumatic, is also fully explained. The importance of this new move and of these systems cannot be over-estimated, and no doubt the expectation is that they will be generally brought into use in the Merchant Marine will be fully realized. The pyrotechnic Morse code is very simple and efficient, though somewhat slow, as a substitute for the flashing system, but in its favour it may be said that no particular skill or practice is necessary for its use, with the exception of the attention to the intervals, as required by the regulations.

CANYON DAY BY DAY.

CHINESE ENGINEER FOR THE RAILWAY.

[From Our Own Correspondent.]

Canton, 3rd September.

The Yuet-han Railway Company has received a telegram from Tientsin stating that Mr. Kwong Zu Mow, chief engineer of the said railway, left port per s.s. *Tat Shui* for Canton on the 17th day of the 7th moon (31st August).

The account office of the Yuet-han railway was opened on the 13th day of the 7th moon (1st instant), a fact which the vice-president reported to Viceroy Shum, and the members of the nine hospitals celebrated the occasion.

CHAIR-COOLIES' STRIKE APPARES.

Up to the 4th day of the 7th moon (2nd inst.) the chair coolies had vigorously carried on their campaign against the registration scheme, but on that date the strike collapsed, with the result that sedan chairs are again to be seen in the streets. Prior to that date all the chair coolies in Canton, with the exception of those in the employment of foreigners, had been enjoying the unusual experience of a strike—a rather novel method for them of relaxing themselves.

CHAMBER OF COMMERCE.

A meeting was held on Saturday last in the Chamber of Commerce, Canton, when votes were recorded for the election of members. At the nomination of members had been made candidates, but the nominees who attended were so few in number that it was found impossible to complete the Chamber and the election was accordingly adjourned until the 8th August.

CRIMINALS EXECUTED.

On the 2nd inst. the Nam Hoi Magistrate ordered six criminals—Chen A So, Chan A How, Chan A Man, Wong A Hui, Leung A Leung and Lam Tai Yau—to be tied up and sent to execution. The order was duly carried into effect.

Canton, 4th September.

BLIND SINGING GIRLS.

The Canton Police Department has issued an order that all the blind singing girls in the city must be registered and that no one shall be allowed to sing in the house of their respective employers or trained in the streets after midnight, otherwise the police have the right to arrest them.

FIGHT IN A THEATRE.

At midnight on the 1st inst., a fight occurred in the Cheung-Lok Theatre at Honan between the ticket collectors and some scholars. One of the masters of the Kwong Yan College was severely injured. Next day the master was reported to the Pun Yu Magistrate, and the teachers of the College petitioned him to require the master of the theatre to deliver up the man who had committed the injury. A meeting was held in the C legge to discuss the admissibility of prosecuting the theatre, on the 2nd inst.

LOSS OF PROFITS.

Nearly two-thirds of the palm-leaf fan shops in Kung-kuo have been closed on account of the immense falling-off in the market. Last year the fans were valued at 100 taels per 10,000 pieces, but this year the price has fallen to 70 taels.

VICEROY'S PROTECTION.

Yesterday Viceroy Shum instructed the Nam Hoi magistrate to notify all the subordinates to take steps for the protection of the chief engineer of the Yuet-han railway after his arrival in Canton.

PRETEND THAT THEY ARE ONLY TOOLS.

Canton, 3rd September.

On the 30th August, the inspectors of all police stations in the western suburb of Canton proceeded to the houses of the chair coolies and exhorted them to cease their strike. They refused this advice, however, holding that they were powerless in the absence of their masters.

The Captain Superintendent of Police has issued a further proclamation stating that all the coolies in the city of Canton are to be registered and licensed without any payment being required. The object of the registration, the proclamation states, is in the interests of the coolies, and the Captain Superintendent advises them not to continue the strike nor to believe the rumours which are being circulated by rascals, who, he says, will be discovered and punished.

Mr. Wong Kiu-tso, who has been educated abroad, has been requested to undertake the details connected with the finance and foreign trade departments of the Yuet-han Railway Company. Mr. Wong, I understand, has accepted the offer, and should prove a valuable assistant to the Company.

THE CHAIR-COOLIES' STRIKE.

Honan, 4th September.

With regard to the cessation of the strike of chair-coolies, I am told that the coolies have resumed work but that they have not agreed to any of the Viceroy's conditions. That would mean a bad defeat for the Viceroy, but there is no doubt he will try to succeed another time. He is not the man to take a beating lying down.

The Viceroy, I hear, is endeavouring to find out the ring-leader of the coolies, but so far he has been unsuccessful. If the man is found his head will be in jeopardy, if the precedent of the boat strike last year may be accepted.

On that occasion the coolies resumed work without accepting any conditions, but the tax was imposed and is now being paid by all classes of boats.

ANOTHER COOLIE AGITATION FEARED.

Canton, 5th September.

The chair bearers in Canton have already given up the strike and are now engaged at work as usual, but it is feared that another agitation may arise. The Captain Superintendent of

Police has issued a notification stating that the carriers have to be registered and they will obtain licences without any charge. With regard to the regulations to which they are unwilling to submit, a petition must be sent to the Police Department for consideration. The police are instructed to discover the chief agitator and those who have committed riots in the streets.

CONSIDERATE ROBBERS.

The house of Leung Han-lim in Fatshan was looted at midnight on the 26th day of the 6th moon (15th August). The robbers said to Leung Han-lim: "Do you want the pawn tickets of the booty returned?" "Yes," he replied. No arrests have been made. A few days ago several pawn tickets in an envelope, bearing the name of Leung Han-lim, were left at the door of his house.

THE FIRE GOD FESTIVAL.

The Canton Police Department noticed that all the representatives of *Kai-fong-i* in the city have to be registered, the object being to prevent demonstrations on the occasion of the "Fire God" festival, by eating mashed beans in streets, which is the custom in Canton. A large sum of money is spent every year on these celebrations.

CANTON, 6th September.

YUET-HAN RAILWAY COMPANY'S MONETARY SCHEME.

A meeting was held on the 15th day of the 7th moon (3rd inst.), in the head office of the Yuet-han Railway Company to consider the question of the casting of dollars in the Canton mint. Mr. Chan Kun Ying, the chief manager of the company, has petitioned Viceroy Shum to grant the company the privilege and the question is now under consideration.

THE HONAM THEATRE FIGHT.

Another meeting was held in the Kwong-Yan College at Canton, where nine scholars of different Colleges were elected as representatives to present a petition to the Pun Yu magistrate praying that the Honam Theatre should be closed. The matter is still pending.

AN EXEMPLARY SENTENCE.

Wong Kit-sing, Chan Tsau and Chan Shan-chuen, employed as letter carriers in the China Inland Postal Office, were charged by the Postmaster with disorderly conduct. They were sentenced by the Nam Hoi magistrate to one year's hard labour each, in the Canton Industrial Factory.

THE SHANGHAI TRAGEDY.

FURTHER PARTICULARS.

Further particulars of the sad tragedy at Shanghai, reported by telegram in our columns on Monday last, have been received to-day. From the *N.C.D. News*, of 31st inst., we learn that the tragedy occurred in Hongkong on Saturday evening at No. 15, Haining Road, the residence of Mr. Harry Smith, the manager and secretary of the China Printing Co., Ltd., by which Mr. Smith lost his life, and a young woman was seriously injured.

The assailant was a man named P. S. Hyndman, a bookkeeper at the Hotel Metropole, who was formerly employed at other hotels in Shanghai. It would appear that after a brief struggle in a room upstairs Hyndman fired two shots at Smith, one in the throat and the other behind the left ear, while a third shot entered the body of the only other occupant of the room. On leaving the house, Hyndman is stated to have informed the sister and brother of the injured woman of what had happened and asked them to procure medical assistance. He then visited the General Hospital where he had an injury to his hand, caused by a revolver shot attended to.

In the meantime the Hongkew Police Station had been communicated with by Mr. Smith's neighbours and Inspector McDowell visited the house. Shortly afterwards Dr. Krieg arrived on the scene and attended to Mr. Smith and the injured woman who were still alive, but unconscious. Hyndman subsequently returned to the house and rushed upstairs. He was stopped by Inspector McDowell, who persuaded him to give up his revolver, which was bound to be loaded in four chambers, and he was arrested and taken to the Police Station. After his departure Mrs. Miles and Macleod came to the house and the injured man and woman were removed to the General Hospital in their charge.

Mr. Smith never recovered consciousness and expired shortly before 10 p.m. on Saturday. The injured woman was in a critical condition, but there are hopes for her recovery.

KULANGSU MUNICIPAL COUNCIL.

3 HOUSE OF DETENTION UNDESIRABLE.

The following are the minutes of the meeting of the Kulangsu Municipal Council held in the Board Room, on the 14th August, 1906.

Present:—Messrs. F. B. Marshall (Chairman), C. A. V. Bowra, A. F. Gardner, E. J. Thomas, J. Takatsuki, W. H. Wallace, and the secretary.

The minutes of the last meeting were read and confirmed.

A letter was received from Mr. Takatsuki accepting the invitation of the members to join the Council. Mr. Takatsuki took his seat on the Council in place of Mr. Kobayashi.

A letter was received from the Senior Consul asking for the opinion of the Council in reference to the proposal of the Mixed Court Magazine to establish a Detained House. The Council decided that the establishment of such a house was undesirable, as they would be unable, with the small Police Force at their disposal, to spare sufficient men to exercise the necessary and proper control over such a house.

The question of the sanitary condition of the public wells was mentioned by Mr. Bowra and discussed. The secretary was directed, when he could find time, to evolve a scheme of numbering these wells and having samples of water drawn from some of them with a view to their being analysed.

The secretary was instructed to have a light rail protection placed round the well near the tennis ground.

(Sd.) FRED B. MARSHALL.

By Order,

C. BERKELEY MITCHELL,

Secretary.

Kulangsu, Amoy, 1st September, 1906.

COMMERCIAL.

YARN MARKET.

In their report dated 7th instant, Messrs. Phirosha & Pei & Co. write:—In our last report dated the 24th August, we had referred to the resolution adopted by the importers and Chinese dealers, the principal object being to accord facilities to dealers to clear their previous holdings. At the time, in the face of heavy stock of uncleared bales of yarn, importers were too willing to accord facilities to the dealers with the sole object of warding off worse crisis, though they were sanguine that the stock will not be lessened to a very appreciable extent. The result, however, has proved much under their expectations, for within about three weeks of the adoption of this step, clear-

ances have been quite meagre and disappointing in proportion. The Chinese dealers are handicapped by the ever-rising exchange, which has, by its uncertain vagaries, proved the great bulk of all trade, coupled with the debased native subsidiary coin. Encouraged by their previous move, the dealers are again agitating for a further extension of time for clearance, at the same time asking the importers to abstain from any fresh transactions during the period. How far this will meet with the views of importers remains to be seen. We are afraid that importers will have to accede to further facilities with due precautions.

I do not know what rates we can legitimately quote, yet considering the accumulation of stock and cost of exchange we can safely quote at least dollars four to five under our quotations of last report.

Arrivals.—Per steamers *Namsang* and *Arragon Apur* (from Calcutta), and *Colombia Maria, Ictishu* and *Delta* (from Bombay) of about 16,500 bales for this port and 21,000 bales for Shanghai.

Shipments.—To Shanghai and the Northern Ports about 2,500 bales.

Uncleared Stock.—About 92,000 bales.

Exchange.—We quote, to-day, as under:—

India T. T. Rs. 163 per cent.

London T. T. Demand 163.

London T. T. Sh. 2.25/163.

London T. T. 2.25/163.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5252

庚十二月七日二十三號光

SATURDAY, SEPTEMBER 8, 1906.

六拜禮

號八月九英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$10,250,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. Mr. W. J. Greson
C. R. Lenzmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNT.
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 20th August, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG &
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsinanfu
Tsinan Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Stattdbank) Berlin

Direction der Disconto-Gesellschaft
Deutsche Bank Berlin

S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie

Robert Warschauer & Co.
Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koeln

Bayerische Hypotheken und Wechselbank
Muenchens

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000).
RESERVE FUND Fl. 5,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasarreuan, Tjilatjap,
Padang, Medan (Del), Palembang, Konia,
Rajja (Acheen), Telok-Senawa (Acheen),
Bandjermasih.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corresp.
dents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily
balances.

Fixed Deposits 12 months 4½ per annum,
Do. 6 do. 4% do.
Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

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DENTAL SURGEON.

G. DE PERIN D'ORGE.
DIPLOMA: PARIS.

Latest Improvements Including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906.

DENTAL SURGEON.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & CO.
Hongkong 28th May, 1895.

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INSURANCE.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via MARSEILLES	JAVA	About 13th Capt. S. Barcham	Freight and Passage.
YOKOHAMA via SHANGHAI, CHINGWANTAO, MOJI & KOBE	POONA	About 16th Capt. C. R. Longden, R.N.R.	Freight only.
SHANGHAI	DELHI	About 19th Capt. J. D. Andrews, R.N.R.	Freight and Passage.
LONDON, &c., via Usual Ports	DEVANHA	22nd Sept., Noon.	See Special Advertisment.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 7th September, 1906.

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR



A Certificate of Purity with every Bottle.

LAGAVULIN DISTILLERY,
ISLAND OF ISLAY, N.B.

Established 1742.

THE UNRIVALLED SCOTCH WHISKY

\$14.00 per dozen.

LANE, CRAWFORD & CO.

Hongkong, 23rd August, 1906.

'ROS BACH'

'EMPERESS OF TABLE WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 17th August, 1906.

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Telephone
No. 75.

HONGKONG, CANTON AND
MACAO STEAMBOAT CO.,
LIMITED.

LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 8th September,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 1.30 P.M. according to schedule.
Returning departure from Macao about 7 P.M.

Return Fare, 1st Class.....\$4.00
" " returning on Sunday.....5.00

" 2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 9th September.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

" " from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages
must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 3rd September, 1906.

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIMB STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidsura, Kure, Shimoseki, Moji, Wakamatsu,
Karakata, Nagasaki, Kuchinotan, Saobu, Mikaze, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokuoku, Hyodo, Ichinura, Kanada, Mameda, Mannou,
Oaura, Oiiji, Sanbara, Tsubakuro, Yoshiotani, Yosho, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

THE CITY OF PARIS,

2, PEDDER'S STREET,

(OPPOSITE THE HONGKONG HOTEL),

MADAME FLINT, Manageress.

DRESSMAKERS,

COUNT MILLINERS,

CHILDREN'S OUTFITTERS.

Only place in town employing PARISIAN DRESSMAKERS Exclusively.

PRICES MODERATE.

Hongkong, 21st August, 1906.

[85]

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
perience in TATTOOING is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained
by any other, as their composition is only known to me. H. R. H. The Duke of York, and
H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others
of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommen-
dations which I have received from all sources.

Hongkong, 16th November, 1904.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	W. A. Valentine.
" " "PATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

(Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.)

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$1.00. Return \$2.50.

Canton to Tak-Hing.....Single \$1.50. Return \$2.00.

Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

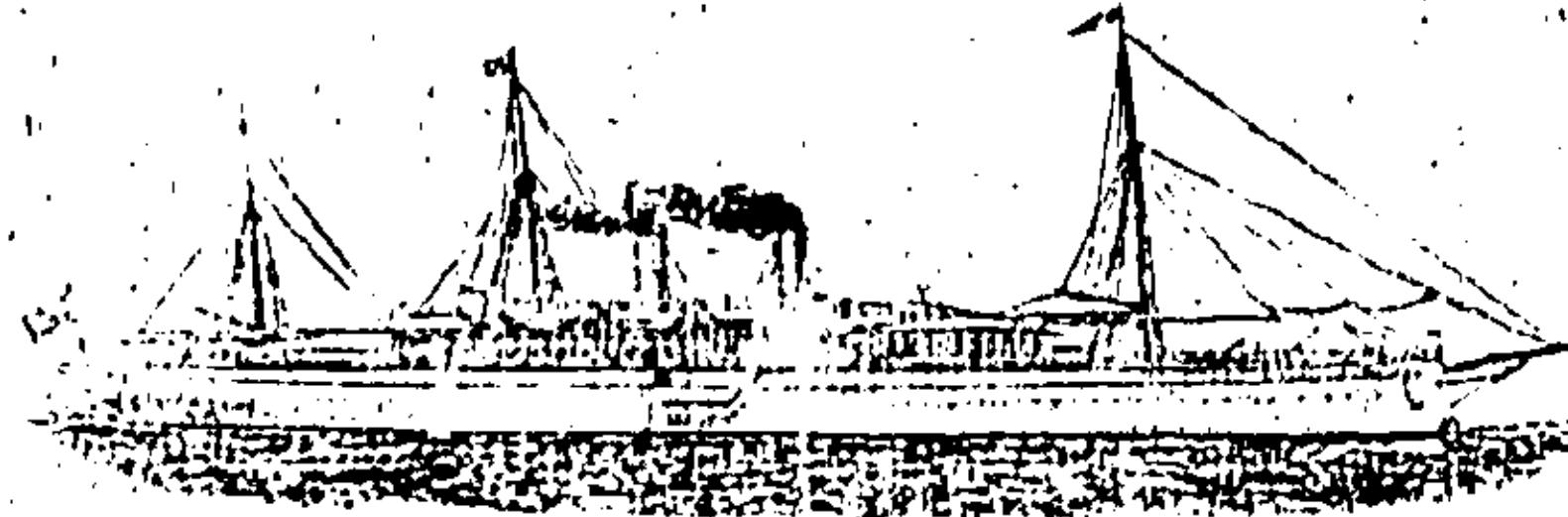
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906. [10]

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, September 12	OCTOBER 6
"EMPEROR OF JAPAN"	6,000	THURSDAY, September 27	OCTOBER 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	OCTOBER 27
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25	NOVEMBER 12
"TARTAR"	4,425	WEDNESDAY, October 31	NOVEMBER 24
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22	DECEMBER 10
"EMPEROR" steamers will depart from Hongkong at 4 P.M.			
Intermediate steamers at 12 Noon.			

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, 14, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence &c/o. VIA NEW YORK \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....\$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADOCK, Acting General Agent,

Corner Pedder Street and Praya.

Hongkong, 30th August, 1906. [13]

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAN," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3.50 Return Ticket, \$5.50 and Class, \$1.50 Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$3.50 with Cabin, \$2.50. 1st Class—Return, \$2.50 with Cabin, \$1.50. 3rd Class—Single, 40 cents; Return, 60 cents. Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906. [17]

SHU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906. [18]

IMPERIAL GERMAN MAIL LINES.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

GNEISENAU WEDNESDAY, 10th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

PRINZESS ALICE WEDNESDAY, 7th November.

ROON WEDNESDAY, 21st November.

BUREWOL WEDNESDAY, 5th December.

PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.

PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January.

SEYDLITZ WEDNESDAY, 16th January.

PRINZ HEINRICH WEDNESDAY, 30th January.

GNEISENAU WEDNESDAY, 13th February.

PRINZ LUDWIG WEDNESDAY, 27th February.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Traders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681. Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt. Liebers, Scotts, A. I., and Watkins. Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer:	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAYA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP...	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG...	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAHII....	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

Intimation.**Intimations.**

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

**Indian, Chinese and
Japanese Silk Goods.****Just Arrived.**

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited,
Hongkong, 28th May, 1906. [150]

**W.M.
POWELL
LTD.,**

ALEXANDRA
BUILDINGS.

**LACE
CURTAINS**

Large Variety.

3 yds.	\$ 2.80 to \$ 6.00 a pair.
3½ yds.	2.75 to 9.50 "
4 yds.	4.75 to 10.50 "
4½ yds.	6.75 to 18.50 "
5 yds.	10.00 to 21.00 "

**MUSLIN
CURTAINS**

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecru).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

**POWELL'S
HONGKONG.**

Hongkong, 25th August 1906. [150]

Intimations.

GOVERNMENT OF BRITISH NORTH
BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908, 1909.

OPIUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & Co.,

Hongkong, 1st August, 1906. [700]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE
ADMINISTRATION OF THE
YUET-HAN RAILWAY COMPANY,
LIMITED,

in the Kwang Tung section, Chinese Civil
Engineers or Engineering Students having
experience in Railroad preliminary, location
and construction. Must be capable of handling
any kind of Railroad Instruments on field work.

Address applications, giving training, references,
experience and samples of work, to—

H. E. CHANG,

President of the Kwang Tung Mercantile
Administration of the Yuet-Han Rail-
way Company, Limited.

Canton, 15th August, 1906. [840]

THE NEW BRITISH MINISTER.

ARRIVAL OF SIR JOHN JORDAN AT
SHANGHAI.

The Shanghai Times, of 3rd inst., writes—It has been all the evening papers already, how Sir John Newell Jordan, the New British Minister to Peking, arrived here on Saturday morning, on his way to the capital; how he crossed the Pacific in the S. S. Empress of Japan, reached Woosung after a safe and pleasant voyage, and came up to Shanghai, in the special tender Victoria, which moored alongside the Customs jetty, at 10.30 a.m. and disembarked her distinguished passengers. It was all duly recorded by two of our contemporaries twelve hours before this issue sees the light of day; but we feel it duty bound for all that, to describe the coming of His Excellency, and add our humble voice to the chorus of welcome that has justly been raised here to greet him.

Sir John Jordan is a man who has enjoyed the unshaken confidence of the Foreign Office for decades, and we, for our part, share the belief which those who know him best entertain, that with all his unobtrusiveness, he will prove one of the firmest, most incisive and successful diplomats that has ever represented Great Britain in Peking.

The fine tender Victoria was specially re-

tained, as we have said, to bring His Ex-
cellency and party from Woosung, and his
arrival amongst us was very properly made

the occasion of quite a little ceremony. The Victoria
went down to Wonsung in the early morning

with Mr. F. S. X. Bourne, Assistant Judge, Mr.
B. Twynam, Acting Consul-General, Captain

Walkin, of the Clio, and one or two other
officials on board; and the distinguished party

having been transhipped from the Empress of
Japan, returned under a leisurely head

of steam to Shanghai, arriving at the Customs
about 10.20, three quarters of an hour

after the regular tender with the mails. On
the Bund outside the Customs, receiving shed,

a company of bluejackets from the M. S. Clio

and the other British warships in port, were
drawn up as a guard of honour; and a little

further along, opposite the German Bank, a
squad of foreign and Indian police-troopers

were in waiting under the command of
Sergeant Spottiswoode, to fall in as escort

for the Minister and Lady Jordan, as soon as
they should take their places in the handsome

landau, with mafoos in the Ewo livery, which
was also in attendance.

As soon as the tender was moored, a large
number of prominent Shanghai men, including

Mr. H. E. Hobson, Commissioner of Customs,

Mr. H. Keswick, Chairman of the Municipal
Council, Mr. A. M. Marshall, Mr. Duncan
McNeill, and other members of the China
Association, went on board to greet the
Minister and Lady Jordan, and after a short
pause His Excellency came ashore. As

soon as he and Lady Jordan, accompanied by
the Captain of the Clio, emerged on

to the Bund outside the Customs shed, the
guard of honour smartly presented arms, the
bugler blew a rousing blast, and His
Excellency stepped courteously forward, with
his hand raised to the brim of his hat, to take
the salute. He then passed up and down the
ranks on the lusty bluejackets, in a somewhat
perfunctory inspection, and after a short delay
got into the landau, with Lady Jordan and Mr.
Keswick, and drove off to Ewo.

Sir John was looking bright and sprightly
after his journey; a little leaner, a good deal
greener, than in Korean days, but in splendid
fettle for the vigilance, the strenuous which
are sure to be demanded of him in Peking.

The new Minister will make some stay in
Shanghai, and has accepted an invitation to

visit the Committee of the China Asso-

ciation on Monday; but we hope that means
may be devised by which a larger number of

nations may be able to pay him their respects

during his sojourn amongst us, that he could
meet at the somewhat exclusive entertainment

just referred to. When Sir Nicholas O'Conor
was passing through some years ago in the same

way, to take up the high office Sir John is now

assuming Sir Nicholas Hannen, who was then
Consul-General and Chief Justice (the posts

having been amalgamated for a season,
experimentally) organised a reception at the

Consulate-General, in order to afford British
subjects an opportunity of meeting their
Minister, and the occasion was, thankfully

availed of by a large number of British
residents. We suggest that something of the
same sort should be done now, but of course

Sir John Jordan's wishes would have to be
consulted on the subject.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [701]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [702]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [703]

THE GARDEN.**A Lullaby.**

BY ELIZABETH ROBERTS MACDONALD.

A fairy lamb as white as snow

Through all your dreams shall come and go;

And you shall follow where he leads.

Through dusk-deep woods and blossomy meads,

To where a little garden stands.

Laid out for you by fairy hands,

Set round with red-coned tamarisks—

Four walls to keep the great world back—

With lovely avenues whose shade

By spruce and elaine is made,

With broad ferns in shady spots

And shoals of blue forget-me-nots,

With rows of crimson hollyhocks,

And columbine, and spicy stocks

And other, fairer blossoms, known

To folk of childlike heart alone;

The yellow lily, whose romance

Greets not any field of France,

One white, ethereal immortelle

From those lost woods we loved so well,

And that Blue Rose whose petals gleam

So richly by the paths of dream.

O Baby, let your wee bands keep

Some flowers when you come back from sleep!

—From "Dream Verses and Others" (L. C. Page)

Auctions.**PUBLIC AUCTION.**

THE Undersigned has received instructions
to sell by

PUBLIC AUCTION,

ON MONDAY,

the 10th September, 1906, at 11 A.M., at the Hong-

king and Kowloon Wharf and Godown;

Company's Godowns, Kowloon;

64 DECAUVILLE TRUCKS,

100 AXLE BOXES for same.

18 AXLES "

60 WHEELS "

9 OIL CUPS "

IN ONE LOT.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Note:—The Trucks can be converted into

Tipping Wagons and are suitable for filling

in purposes.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp Weather when Heavy Drinks are out of the Question one's thoughts naturally turn to RAINIER.

Per Case of 4 doz. quarts	... \$16.50
Per Doz. quarts	... 4.20
Per Case of 6 doz. pints	... 16.50
Per Doz. Pints	... 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 4th September, 1906.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH", should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name or J. Address.
Ordinary business communication should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—\$8 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible by messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 8, 1906.

COMMERCIAL COMPETITION IN THE NORTH.

Gloomy news has been brought to Hongkong by a correspondent, who has just returned from a trip to Manchuria, regarding the prospects of trade in the north for countries other than Japan. At the time he left the north, Tairen was still closed against foreign vessels, and it is just possible that since the opening of that port on the 1st inst. conditions have undergone a radical change, but according to our informant the prospects were far from rosy. Despite all that has been said to the contrary, it is maintained that Japanese merchants were being encouraged by their Government, or by officials connected with the Government, to introduce and push Japanese products not merely at the ports but also at all the principal places in the interior. The Japanese traders had penetrated a considerable distance into Manchuria, and where the villages were too small to encourage any hope of any extensive trade being established there were Japanese agencies whose sole purpose was to keep the manufactures of Dai Nippon in the forefront. In fact our correspondent found Japanese and Japanese articles wherever he went, and he asserts that all the disclaimers of the Ministers of Japan as to the enforcement of the admission laws against Japanese as well as against the traders of other countries were nothing more or less than sheer bunkum, or at any rate were

based on erroneous information." It is admitted that the authorities at Tokyo may have honestly believed that no traders other than those required to supply the needs of the army were being allowed to set foot on Manchurian soil. Declarations to that effect were repeated so often and came from men of such standing and acknowledged integrity that the world at large was forced to accept the statements, and to disregard the assertions of the people on the spot. But when we remember the energy of the Japanese merchants and their desire to profit by the success of their country's arms in the field, it is impossible to resist the conclusion that by many and devious routes the Japanese have succeeded in forestalling the rush of foreign competition to the north. Even now that Tairen has been declared an open port it does not appear that foreign traders have gained to any extent, and our informant would have us believe that foreigners do not stand the ghost of a chance against the hard-working, long-headed and adventurous Japanese commercial agent. At the present time Manchuria is flooded with Japanese wares which are apparently coming into favour with the Chinese. Whether the business houses established at Hongkong and Shanghai will ever succeed in competing against the Japanese now that they are firmly entrenched at all points where commerce may be developed is a moot question. When the Japanese Government declared that not only would Tairen be opened to foreign trade but vessels flying foreign flags would be allowed to ply between Tairen and the open ports of Japan on an equality with Japanese ships the concession was hailed as another proof of Japan's magnanimity. But our correspondent only saw the reverse side of the medal. He states that numerous steamship lines were running from Japan to the Liangtung Peninsula only some two or three weeks ago, all bent on fastening their claws on the trade coming from the interior. With the opening of Tairen, these Japanese lines immediately lowered their freight charges until now several companies are running their vessels at a loss in order that foreign competition may be killed. It is not a question of dollars and cents; these will come in time, once Japan has settled down as the predominant military and commercial power in the north. It is a question of supremacy in the carrying trade. Japanese companies are prepared to throw away ten dollars in order that they may catch a lake of dollars. "Keep out the foreign shipping lines at all hazards" is the motto of the Japanese lines, with the result that, if our information is correct, a cut-throat freight war is now in full swing in the north. The Yokohama Foreign Board of Trade shed crocodile tears over the statement made by one of the leading representatives of the N.Y.K. when he said: "It is the duty and object of the N.Y.K. to check the arrogance of foreign steamers to the east of Suez, and Messrs. Butterfield & Swire are still ignorant of the N.Y.K. capacity. Unless they are induced to pay respect to the Japanese mercantile marine flag at least on the Asiatic Line, Japan's influence would be affected." But while the Foreign Board may regret the publicly given to the remark they will not disown to themselves that each and every one is imbued with the same idea. Nobody can quarrel with Japan's desire to foster her trade and seize all the advantages which legitimately fall to her share, but it is the dog-in-the-manger policy to which objection must be taken. Nobody seeks to cast discredit on the flag of the Rising Sun, but the friends of Japan would be the last to desire to see her merchants enact the role of a band of cock-sparrows. Japanese traders have many opportunities of developing a fair and honest trade in the north without resorting to questionable devices to oust competitors. Their agents are scattered up the length and breadth and down of Manchuria; the railways, mines and manufacturers are all operated by Japanese, and we may take it that the Japanese shipping companies will be favoured at the expense of foreign rivals. But there is a limit to the principle of keeping "our ain fish-guts for our ain sea-naws," as the Scotch maxim has it, and Japan will have few friends if she attempts to keep the northern trade a close preserve. Our correspondent who started on his journey to the north in the most optimistic spirit has returned a confirmed pessimist. "There is nothing there for British firms or for the firms of any country except Japan." After the salvoes of admiration which celebrated the opening of Tairen to the world, and the enthusiasm with which the Powers hailed Japan's strict adherence to the letter of her promise to open Manchuria to foreign trade, our correspondent's commentary on the commercial salutation in the north acts as a cold douche.

Mr. W. J. Trotter has been appointed as superintendent, Botanical and Forestry Department, during the absence on vacation leave of Mr. T. Dunn, with effect from the 5th instant.

HOW THE MONEY GOES.

Shah Jehan was not possessed of a more opulent imagination for oriental magnificence than the Government of Hongkong when it gives free rein to its fantastic fancies. In a recent issue we referred to the opening of the new Harbour Office when a few scattered remnants of people attended a most prosaic function, which was wholly unworthy of the Colony, the institution, or the occasion. The Harbour Office had been removed from its dismal, dingy, begrimed premises in Des Voeux Road to the handsome structure which is now one of the features of the Praya towards the Canton wharves. We referred to the satisfaction which the office staff, and the Harbour Master, the Hon. Captain L. A. W. Barnes-Lawrence, R.N., in particular, must feel in being transferred from their cramped and utterly inadequate quarters in the old office to the spacious chambers of the new building. Now, more than ever, one is astonished how the staff ever managed to cope with the immense shipping affairs which had to be transacted in the old Harbour Office. That they did so efficiently is admitted by all connected with the shipping of the port, which is a tribute to the capacity—and the ability to work under the most restricted conditions—of the Harbour Master and his chief assistants. But when the staff took possession of the new premises the contractors had not yet left the scene. Since the so-called formal opening, workmen have been busily engaged in completing the internal furnishings of the building. Taken as a whole, the decorations of the interior are quite in accordance with what one would expect to find in a harbour office which has to deal with the shipping of the greatest port in point of tonnage in the world. For the Harbour Office is a business office, built for business purposes, and manned by officers who have business ideas. But the visitor who fails to inspect the Judgment Chamber, where the rill-rall and jetsam of the ocean have to appear, will have missed the treat of a lifetime. There is a long, flagged passage to this Chamber, and the sea-criminal may well fancy himself on the road to perdition. But the opening of a swing door reveals a mass of magnificence, a breadth of ornamentation, which should transfuse the unhappy villain who refused to shovel coal at an engineer's behest. At once he will be awed by the massive grandeur, the stately majesty of the apartment and all that pertains unto it. As a matter of fact, the visitor involuntarily removes his headgear, and treads on tiptoe along the aisle—that is to say, the room—feeling like a hunted heretic caught in the act of desecrating a cathedral. There is the archiepiscopal throne, and a very solid and substantial throne it is, the high-backed, red-cushioned, beautifully-carved structure, which does duty for a common chair, being fittingly supported by a most horrific bench, which has been built to resist a double-dose of San Francisco and Valparaíso earthquakes combined. When Kipling wrote about "elephants a-piling teak" he was thinking of the bench for the Marine Court of Hongkong. There is a pulpit—it looks like a pulpit—which ten men of Samson's calibre could not raise, and there the witness, in a sepulchral voice, will chant the gospel according to the law. No desk has yet been provided for the miserable sinners to cry "Good Lord, deliver us" because it is understood that the carriages on which it was being conveyed by a regiment of men broke down en route, but it will shortly be in position. One of the most striking features of the Chamber is the "dock"—a term which must find a more grandiloquent substitute. It is erected after the principle of an immense gangway; it looked like another edition of the *Dewey* at first sight, but the highly-polished brass railings, the carved scroll-work, the *tout ensemble* in fact, dissipated that idea. There will be golden crowns above the head of the archbishop—that is, the Harbour Master—and memorial tablets will adorn the walls. A most magnificent Chamber with most magnificent furnishings. And that is how the ratepayers' money goes. All this splendour may tame the coal-blackened fireman, make the recalcitrant Swedish fo'c'sle hand go on his knees for mercy, strike terror in the hearts of the malicious Malay, the naked Indian, the Chinese crimp, the filibustering Filipino and all the rest of the gang who periodically parade before the Marine Magistrate—but it is all the height of folly. Money has been squandered like water on these furnishings, which are not merely unnecessary but are absolutely out of place, and are calculated to bring the Court into contempt. Why could not the Government have been content with plain ordinary Court-room accessories, instead of having all this theatrical display of bad taste? The Colony has not a penny to waste; it is involved in debt, and, from present appearances, that debt is likely to increase. We cannot afford anything more than the simplest necessities of life; everywhere people are pinching themselves to make both ends meet; yet we can afford some way or another

to erect this monument to crass idiocy. The whole thing is ridiculous, and it is the laughing-stock of the harbour. Shipmasters step into the room, stand amazed for a moment and then depart in spasms of laughter which last until the middle of next week. It would be interesting to know what the Harbour Master, as an officer of the Royal Navy, accustomed to having nothing around him except what was absolutely essential to the business in hand—and then the plainest at that—thinks of all these wonderful furnishings. And it would be more interesting still to learn his thoughts when first he mounts his "throne." Whoever conceived the idea of stocking the Marine Court-room with furniture suitable for Solomon's temple has mistaken his vocation; he should have opened a store in Tottenham Court Road.

A BOON TO THE CHILDREN.

Wonders will never cease. The Governor-in-Council has just issued a round dozen of regulations for maintenance of good order and preservation of property in the public gardens, and children are now to be permitted to lie "upon the grass plots from time to time set apart for this purpose." This is indeed a concession to the numerous children who take their daily airing in the gardens, and should be appreciated by the useful body of mamas who find it a trial of the flesh, at present, to keep their charges off the grass. It will give that gossipping crowd an opportunity to retail the latest foibles and failings of the households which have the honour to pay them their miserable salaries once a month; and they will now be in a position to dilate at large on the latest scandal, if they feel so "disposed," without being tormented with skin-brats at their knees. But while the Governor-in-Council has undoubtedly granted a great concession to the children, it is to be hoped that parents will not fly away with the idea that their responsibilities have now ceased. Because the Executive Council has seen fit to allow the children to lie on the grass it is not to be supposed that it is intended the children shall be laid out in rows flat on their backs and left there until called for. That is not the idea at all. The Government will accept no responsibility beyond allowing the children to lie, an accomplishment which may easily be acquired after a few lessons. It has also to be observed that the children are not to hop, skip or jump on the grass; they are not to romp and play themselves, or imagine because the Governor-in-Council has abandoned its attitude of austerity towards the young that they are entitled to practise the ghillie-callus or imitate Little Collins. Nor are they to handle the grass, for if they do so they will be punished with the utmost rigour of the law under clause 10, which says: "No person shall pick or handle flowers or plants or do any injury to any plant or tree." Presumably a child may be described as a "person" and grass may be described as a "plant," although with regard to the latter proposition when a horticulturist starts out to show what he can do in the way of terminological abstrusities there is no saying where he will arrive. Now that the Government has granted this boon, we trust that parents will not labour under any delusion that the Governor-in-Council is entering its dotage. On the contrary, the Governor-in-Council is bent on raising up a band of stalwarts who will support it through thick and thin, whose battlecry will be "Green as grass." It is a far-sighted Government which can reach into the future, but the Hongkong Governor-in-Council is fit for anything, which does duty for a common chair, being fittingly supported by a most horrific bench, which has been built to resist a double-dose of San Francisco and Valparaíso earthquakes combined. When Kipling wrote about "elephants a-piling teak" he was thinking of the bench for the Marine Court of Hongkong. There is a pulpit—it looks like a pulpit—which ten men of Samson's calibre could not raise, and there the witness, in a sepulchral voice, will chant the gospel according to the law. No desk has yet been provided for the miserable sinners to cry "Good Lord, deliver us" because it is understood that the carriages on which it was being conveyed by a regiment of men broke down en route, but it will shortly be in position. One of the most striking features of the Chamber is the "dock"—a term which must find a more grandiloquent substitute. 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to appoint Mr. F. W. W. Valpy to be assistant engineer on the Kowloon-Canton Railway Construction, British section.

The following telegram was received at the Colonial Secretary's Offices from H. B. M. Consul at Chefoo to-day:—"Hongkong released from quarantine from 4th September."

In consequence of the increase of rubbish-dumping in Kimberley Road, Kowloon, followed by a number of complaints from Kowloonites, the land police at Tsim-tsa-tsui station have posted special guards to watch dumpers, with the result that another servant boy, employed at No. 11, Knutsford Terrace was captured red-handed this morning. He was taken before Mr. F. A. Hazelton later and fined \$5.

ALEXANDER Robertson, a marine engineer, who has been on the beach in Hongkong for over four years, an ex-inmate of the House of Detention, and still looking for a job, made his tenth appearance before Mr. H. H. J. Gompertz, at the Police Court, this morning, and admitted being drunk and incapable on the previous night. Asked whether he was convicted before, Robertson glanced round the Court to make sure and replied: "I have been here before." A fine of \$10, or in default, three weeks' hard labour was imposed. Robertson took up the latter offer and walked in.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st August, 1906, as certified by the managers of the respective Banks.

Chattered Bank of India, Australia and China	Amount in Specie	
\$3,260,197	\$2,300,000	
Hongkong and Shanghai Banking Corporation	11,926,494	8,500,000
National Bank of China, Limited	108,617	45,000
Total	\$15,295,306	\$10,845,000

Six coolies were charged before Mr. H. H. J. Gompertz, at the Police Court, to-day, with removing earth from Crown land at Wong-nei-chung, yesterday, without a permit from the P.W.D. Inspector Gourlay said defences were sent there by a contractor. He was told to be at No. 2 Police Station yesterday afternoon but he did not attend. He was now behind the Court waiting to pay the fines. The contractor was called and he admitted that defendants were his *sokis*, but denied sending them to remove earth from Crown land. Mr. Hoggarde of the P.W.D. said the earth was removed from the back of the Indian mosque and was damaging the nullah. His Worship fined each coolie \$3 and directed the police to charge the contractor if there was a case against him.

WHEN the cook of the Kwong Shing Loong shop, of 80, Des Voeux Road Central, turned over in his sleep at 4.45 a.m. this morning, he saw the figures of three strangers in the shop. Being afraid that in case he gave the alarm the intruders might attack him, he beat a trick which proved successful. He got out of bed, looking the other way, murmured to himself, being careful that the intruders should hear that he was going for a drink of tea in the kitchen, and walked out. Instead of going to the kitchen he entered the street, by the back door and returned with a policeman and the toughs were gathered in. They were convicted this morning at the Police Court for being on the premises to commit a felony and were sentenced to three weeks' hard labour and six hours' stocks each.

THE culinary artist on board the Canton steamer *Honam* got arrested last evening because he could do any injury to himself or anybody else. The cook was walking along Second Street when he espied a young woman entering house No. 130. He followed her up and into her room where he took a chair, uninvited. He called the woman some flowery name and started talking of old times. The woman said she did not know the cook—it was probably a case of mistaken identity—and asked him to leave. The cook called for a drink. The woman went into the street, saying before she left the drink was coming, and returned with a uniformed gentleman who removed the much-surprised cook to the station. He was placed before Mr. F. A. Hazelton, at the Police Court, this morning. Defendant said he made a mistake, thinking he knew the woman. His Worship fined defendant \$5.

KWAN Hing Chi, a shopkeeper, of 41, Bonham Strand East, proceeded against his No. 3 concubine, before Mr. H. H. J. Gompertz, at the Police Court this morning, for stealing from him, on the 6th instant, one gold watch and chain and a diamond ring, valued at \$40. The woman denied the charge. Complainant said defendant deserted him and took with her the jewellery. Defendant said he was engaged by complainant some months ago as No. 2 concubine. Recently he got another woman, promoted her No. 1 and refused defendant in rank. Defendant did not like that, and what was more aggravating was that she was ill-treated by the No. 2 concubine, and so left the house. Then this false charge was brought against her. His Worship found the woman innocent of the charge and accordingly discharged her. She was then told to go and see the Registrar General, who, it was said, would in all probability settle the matter between the couple amicably.

SEVERAL coolies broke into the swine depot at Kennedy Town, on Thursday night, and selecting a fine fat hog went to work to slaughter it. When this was finished they divided the pork between them and cleared. Next morning when the slaughter house employees returned to work they saw what had taken place and reported the fact to the police that thieves had stolen one of their hogs. On information received the police arrested two coolies, whom they charged with theft, and a third with receiving stolen property. The first two men admitted the charge, and at the Police Court, this morning, Mr. F. A. Hazelton sentenced them to three weeks' hard labour and six hours' stocks. The third defendant cleared himself of the charge of receiving part of the stolen pig. He said the two convicted men visited his matched and asked if he wanted to buy the entrails and head of a pig. He did not, and the men left that portion of the pig outside his matched, saying they would return for it. They did not, however, and when the police called they found part of the pig outside his matched and arrested him. The Court ordered his discharge.

ADVISES from Manila which have reached us through the U.S. Consulate-General state that the typhoon which was reported in Luxon is now travelling northward through the Baling-tang Channel.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

TOKYO TRAMS.
RENEWED ROWDYISM.

GOVERNMENT DISAPPROVES INCREASED FARES.

[From Our Own Correspondent.]

Shanghai, 8th September,
11.30 a.m.

The attack on the tramway depots and cars was renewed at Tokyo yesterday.

It is understood that the Government, while strongly condemning the rowdyism of the Socialists, disapproves the increase which has been made in the fares.

THE DEEP BAY TRAGEDY.

THE KIDNAPPED GIRL'S EXPERIENCE.

Remanded from yesterday afternoon, the case in which five fishermen are being charged with committing murder on a fishing junk at Deep Bay, on 2nd August, came up for further hearing before Mr. F. A. Hazelton, at the Police Court, this forenoon.

It will be remembered that in all three persons were murdered on the junk—the captain, his wife and son—but it is stated that the prisoners are only charged with the murder of the master, no evidence being obtainable in the case of the other two, whose bodies have not yet been recovered.

The first witness to be called by the police to-day was Sergeant Gep. Boole, of the Water Police Station. He testified as to accompanying the nephew of

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKing CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARD.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
GENOA, MARSEILLES & L'POOL	"ELEUSIS"	15th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool on London Rates.

+ Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and AT PACIFIC COAST PORTS	"NINGCHOW"	19th September.

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.
PACIFIC COAST		

The S.S. "Stentor" from Pacific Ports left Kobe on the 31st ultimo for this port, via
Moji and Nagasaki, and is due on or about the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOHOW"	10th September.

MANILA	"TEAM"	11th "
MANILA, ZAMBOANGA, PORT DAW-		
WIN, THURSDAY ISLAND, COOK-		
TOWN, CAIRNS, TOWNSVILLE,	"CHANGSHA"	5th October.
BRISBANE, SYDNEY & MELBOURNE		

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA (DIRECT)	SATURDAY, 15th Sept., at Noon.
RUBI	3540	R. Almond	"	SATURDAY, 22nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th September, 1906.

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HONGKONG NEW YORK.**AMERICAN ASIATIC
STEAMSHIP CO.**

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

About

"SOUTH AMERICA" 10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

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Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY,
57, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Fees.

Hongkong, 24th July, 1906.

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Shipping—Steamers.**HAMBURG-AMERIKA
LINE
EAST ASIATIC SERVICE.****HOME-LINE****OUTWARD.**

STEAMERS.	DESTINATIONS.	TO SAIL
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	26th September.
* HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMeward.

STEAMERS.	DESTINATIONS.	TO SAIL
HELVETIA	HAVRE AND HAMBURG	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
C. FERD. LAEISZ	NAPLES, HAVRE, PENANG AND COLOMBO	20th September.
LIBERIA	HAVRE AND HAMBURG	22nd September.
KIER	VIA SINGAPORE, PENANG AND COLOMBO	
SENEGAMBIA	HAVRE AND HAMBURG	2nd October.
SEGOVIA	HAVRE, BREMEN AND HAMBURG	16th October.
* HABSBURG	NAPLES, HAVRE AND HAMBURG	30th October.
C. FERD. LAEISZ	NAPLES, HAVRE AND HAMBURG	
BRISGAVIA	HAVRE AND HAMBURG	13th November.
SITHONIA	HAVRE AND HAMBURG	27th November.
RHENANIA	HAVRE AND HAMBURG	11th December.

* This steamer, specially fitted for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG" s.s. "HOHENSTAUFEN", s.s. "SCANDIA" and s.s. "SILESIA".

COAST SERVICE.

KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.
†	Taking Cargo at through rates to Tsingtao and Chemulpo.	

† Freight and Passage, apply to

HAMBURG-AMERIKAN LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSSSEN & CO.

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INDO-CHINA STEAM NAVIGATION CO., LTD.**(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).**

For	Steamship	On
SHANGHAI	FCOSHING	1... WEDNESDAY, 12th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	1... FRIDAY, 14th Sept., 3 P.M.
MANILA	YUENSANG	1... FRIDAY, 14th Sept., 4 P.M.
SANDAKAN	MAUSING	1... SATURDAY, 15th Sept., 4 P.M.

+ Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporina, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th September, 1906.

CEYLON, ITS SUCCESS AS A CROWN COLONY.

No greater contrast can be conceived than the change from Aden, with its black, rock-girt harbour and endless stacks of coal, to Colombo, the seaport capital of Ceylon, where Nature has been as lavish with her gifts as she has been sparing at Aden. Did time and opportunity permit, it would be a pleasant task to describe the scenery and other characteristics of this beautiful island, but what is rather wanted is to ascertain the strategical, commercial, and historical circumstances under which Ceylon became a British dependency, the present use of the island, for purposes of Imperial trade and defence, and what steps have been taken to turn to the best account this most valuable possession of our Colonial Empire.

England's first connection with Ceylon dates from 1782, when she was at war with both France and Holland, to whom Ceylon then belonged. India possessed no secure port south of Bombay on her west and Calcutta on her east coast, and the fine land-locked harbour of Trincomalee on the north-east shore of Ceylon became an important objective for the English and French admirals, who were at the time contending for the mastery of the Indian Ocean. Admiral Hughes, the English naval commander in the East Indies, was the first to seize Trincomalee; but, being unable to garrison the harbour, it was wrested from him during the absence of his fleet at Madras by the French Admiral Suffren, who retained possession of the place till the end of the war, when in 1783 the peace of Versailles gave it back to Holland. In 1795, when Holland elected to throw in her lot with the French Revolutionary Government, Trincomalee was again seized by the British, and forthwith annexed, with the other Dutch possessions in Ceylon, to the Madras Presidency. In 1801 Ceylon was constituted a Crown Colony, being removed from Indian jurisdiction.

Thirty years ago Colombo was an open roadstead; to-day it contains one of the largest artificial harbours in the world. More than seven thousand vessels were reported as having entered and cleared the harbour in 1904. Colombo's development is due to natural trade causes which have created a demand for the gigantic harbour works, constructed at great cost and labour by the Government of Ceylon. When it is asked why Trincomalee, with its fine natural harbour, should have been abandoned for Colombo, which had no antecedent advantages as a port, the answer is clear. Trincomalee is situated on the north-east of Ceylon, two hundred miles off the beaten track of vessels coming either from Australia or through the Straits of Malacca; while Colombo is on the south-west of the island, right in the centre of the great trade routes which converge on the Suez Canal.

COLOMBO'S PLENDID HARBOUR.
Colombo harbour has been constructed at the expense, and under the direct supervision, of the Ceylon Government. The foundation-stone of the famous south-west breakwater was laid by King Edward, then, as Prince of Wales, he visited India in 1875. This breakwater, which is fourteen hundred yards long, was completed in 1887 at a cost of £700,000, but before it was finished designs were prepared for a further extension of the works, which were to include the construction of a north-east breakwater three hundred and thirty yards long, and a detached island breakwater, nine hundred yards long, situated between the two others. While the work was in progress it was decided to construct a graving dock, the cost of which, including additions when complete, would amount to £348,700. The dock, which is eighty-five feet broad, and has a depth at high water of thirty-two feet will, when finished at the end of this year, be larger than any of the docks at Bombay, Singapore, or Hongkong, none of which exceeds five hundred feet. It will take the largest ship afloat in the Navy, not excluding the Dreadnought.

It may here be interesting to give a few facts indicative of the growing prosperity of the island under Crown Colony rule. A salient fact is the growth of the revenue, now amounting approximately to £2,100,000, which has increased more than a hundred per cent. during the past fifteen years by regularly maintained leaps and bounds. Although extensive public works have been undertaken by the Ceylon Government, including, beside the harbour works at Colombo, the construction of five hundred and sixty miles of State railways, the public debt of the colony does not exceed £5,000,000 and under existing arrangements this will be entirely extinguished in the year 1948. The debt works out at about £1 8s per head of the population, as compared with £1 1s in Australia, £68 10s in New Zealand, and £13 11s. in Canada. The unexampled rise in revenue, with the constantly recurring surplus of receipts over expenditure, is doubtless due to the thrifty system of administration of the Ceylon Government, which bears favourable comparison with the speculative policy of the self-governing Colonies, whose Governments are financially independent of Colonial Office control.

PLEA FOR IMPERIAL PREFERENCE.
The imports, approximating to £75,000 annually, are nearly balanced by the exports, the figures showing that the trade of the colony has increased pari passu (nearly a hundred per cent.) with the increase of revenue during the past fifteen years. What calls for special notice in regard to this increase is the rapid growth of Ceylon's foreign trade, which has increased about seven times as fast as the trade with the United Kingdom and sister Colonies.

Without going into further details, it may be said that an examination of available figures shows that the British producer has already been supplanted in regard to certain manufactured articles by foreigners, whose competition is being more and more severely felt every year. It is considered by most authorities on Ceylon trade that under a system of Imperial preference Ceylon would continue to find an open market as at present in America and Europe for her increasing export trade in tea, cocoanut-oil, and plumbago, while the bulk of the import trade would be retained by British producers.—*Daily Mail Overseas*.

Shipping.

Arrivals

Denbighshire, Br. s.s., 2,344. Evans, 7th Sept.,—London 21st July, Gen.—S. & T. & Co.
Sarawak, Am. s.s., 428. Vittoria, 7th Sept.,—Manila 4th Sept., Ballast.—Order.
Luchow, Br. s.s., 1,261. Baddeley, 8th Sept.,—Shanghai 4th Sept., Ballast.—Order.
Carl Diederichson, Ger. s.s., 771. Schlakier, 8th Sept.,—Haiphong and Hoichow 7th Sept.,—Gen.—J. & Co.
Kweiyang, Br. s.s., 1,012. Dawson, 8th Sept.,—Canton 7th Sept., Gen.—B. & S.
Yochow, Br. s.s., 1,325. H. Brown, 8th Sept.,—Canton 7th Sept., Gen.—B. & S.
Chiuyan, Ch. s.s., 1,177. C. Stewart, 8th Sept.,—Shanghai 5th Sept., Gen.—C. M. S. N. Co.
Canton Mur, Jap. s.s., 2,746. S. Hirai, 8th Sept.,—Kobe 28th Aug., Gen.—Shun Tai & Co., Ltd.
Peleus, Br. s.s., 4,800. Hannah, 8th Sept.,—Shanghai 7th June, Gen.—B. & S.
Shinano Maru, Jap. s.s., 3,080. K. Kawara, 8th Sept.,—Seattle 7th Aug., Gen.—N. Y. K.
Fouling, Br. s.s., 1,423. T. Arthur, 8th Sept.,—Shanghai 5th Sept., Gen.—C. M. S. N. Co.
Akashi Maru, Jap. s.s., 974. J. A. Merlin, 8th Sept.,—Apia 5th Sept., Gen.—O. S. K.
Clearances at the Harbour Office.
Tsimshau, for Tientsin.
Tianjin, for Swatow.
Tientsin, for Chefoo.
Tewey, for Singapore.
Zwinger, for Christians Island.
Chiuyan, for Canton.
Tsimshau, for Shanghai.
Kuon Maru, for Kobe.
Clara Ieson, for Saigon.
Justin Maru, for Swatow.
Australian, for Moji.
Denbighshire, for Shanghai.
Fooksing, for Shanghai.
Sievela, for Yokohama.

Departures

Sept. 8.
Mitu, for Europe.
Rubi, for Manila.
Huangting, for Shanghai.
Shochei Maru, for Swatow.
Savaria, for Yokohama.
Signal, for Pakhoi.
Shahjahan, for Saigon.
Hombay Maru, for Shanghai.
Koun Maru, for Kobe.
Tianjin, for Tientsin.
Cuan Jefan, for Saigon.

Passengers arrived.

Per Luchow, from Shanghai—97 Chinese.
Per Chiuyen, from Shanghai—Mr. Fleicher, and 100 Chinese.
Per Fooksing, from Shanghai, &c.—Misses Rodger, (2), and Mr. Schmidt.
Per Shimano Maru, from Seattle, &c.—Oho Jun Tow, 1. A. Dalyell, H. Crook, R. E. O. Bird, Miss Williams, Mrs. Eva Hevens and child, Misses K. E. Weeks, K. Boardman, J. A. Stevenson, Lieut. L. C. Richardson, Messrs. R. Takege, Leng Ga Ku, C. Miyazawa, K. Murakami, King Si Jen and S. Fukushima.

Passengers departed.

Per Nihiko Maru, for Manila and Ports—M. and Mrs. Logan, Mr. and Mrs. F. Johnson, Mr. and Mrs. F. Colby, Master and Miss Colby, Messrs. R. J. Westcott, H. Humphreys, N. Ganna, T. Matsukawa, C. Butchart, C. Younger, Peter Minister, Mr. and Mrs. T. F. Chapman, Miss E. Chapman, Mr. J. M. Keene, G. M. McGuire, Miss J. A. McGuire, Mr. J. Gary, Mrs. S. Williams, H. J. Hoppe, Capt. T. W. Coffin, Mr. and Mrs. C. Rogers, Mr. and Mrs. W. Baumaen, and Mrs. C. N. Flotillat, Mr. S. F. Slaghorn, Mr. and Mrs. E. V. Thorn, and Mr. R. Yates.

Per Minnetonka, for Seattle and Ports—Dr. and Mrs. John Bell, Mr. and Mrs. S. G. Andrus, Messrs. W. Andrus, J. P. Quander, Jr., Robert Woods, Frank Langley, Miss Ellen McDonald, Mr. and Mrs. C. Martin and child, Dr. and Mrs. E. T. Morse, Mr. Walter Sorrel, Mr. and Mrs. J. H. Todd, Mr. and Mrs. H. W. Shinde, Masters Gerald and Maurice Slade, Misses E. Nurswax, Leo Goodkind, R. Reinheimer, D. Goldman, Mrs. Lewis, infant and servant, Miss Murphy, Messrs. T. W. Clarke and servant, C. Bentz, George Anderson, W. J. Goodwin, M. Forneris, J. J. Maxwell and W. C. von Zeren.

Shipping Reports.

Str. Luchow from Shanghai:—Moderate S.W. winds, fine and clear weather.

Str. Chiuyan from Shanghai:—Light variable winds, smooth sea from port to port.

Str. Australian from Australia, etc.:—Sdney to Manila: moderate winds, fine weather, and smooth sea, thence to port: moderate SW. winds, with heavy swell and fine cloudy weather. Stood by S. Port Chalmers on Ulrica Reef (Torres Straits) from 19th ult. to 23rd, pulling her off on daylight last date, whence she steamed for Thursday Island for survey.

Vessels in Port.

STRAMMUS.
Anghin, Ger. s.s., 1,662. Chr. Klumpel, 7th Sept.,—Bangkok 26th Aug., Rice.—B. & S.
Arratoon Apcar, Br. s.s., 2,931. A. E. Gentles, 6th Sept.,—Calcutta 21st Aug., Penang 28th, and Singapore 31st, Gen.—D. S. & Co., Ltd.
Athenian, Br. s.s., 2,440. A. O. Cooper, 28th Aug.,—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.
Australian, Br. s.s., 1,784. St. John George, 1st Sept.,—Atalanta via Manila 1st Aug., Gen.—G. L. & Co.
Copie, Br. s.s., 2,244. Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.
Devawongse, Ger. s.s., 1,262. T. V. Brum, 2th Sept.,—Bangkok 27th Aug., and Hoichow 3rd Sept., Rice and Meal.—M. & Co.
Doric, Br. s.s., 4,975. H. Smith, R.N.R., 3rd Sept.,—San Francisco 4th Aug., Honolulu 11th, Yokohama 14th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and Gen.—O. & S. S. Co.
Emme, Lukyen, Ger. s.s., 1,150. G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.
Empress of Japan, Br. s.s., 3,039. Henry Pybus, R.N.R., 4th Sept.,—Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.
Foxley, Br. s.s., 1,772. R. P. Butchart, 7th Sept.,—Amoy 5th Sept., Gen.—A. K. & Co.
Haitan, Br. s.s., 1,183. J. S. Roach, 7th Sept.,—Foochow, 4th Sept., Amoy 5th, and Swatow 6th, Gen.—D. L. & Co.
Hilary, Ger. s.s., 2,276. H. Uecker, 5th Sept.,—Walshawal, Chefoo and Tientsin—Per Kweliyang, 10th Sept., 3 P.M.
Hilary, Ger. s.s., 2,276. H. Uecker, 5th Sept.,—Kwang-chow-wan — Per Entebbe, 10th Sept., 3 P.M.

Post Office.

A Mail will close for:

Swatow, Amoy and Foochow—Per Hallan, 9th Sept., 9 A.M.
Singapore, Penang and Bombay—Per Ischia, 10th Sept., 11 A.M.
Walshawal, Chefoo and Tientsin—Per Kweliyang, 10th Sept., 3 P.M.
Shanghai—Per Yochow, 10th Sept., 3 P.M.
Kwang-chow-wan — Per Entebbe, 10th Sept., 3 P.M.

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Ichia, Ital. s.s., 4,182. D. Giuseppe, 5th Sept.,—Honolulu 17th Aug., and Singapore 29th, Gen.—C. & Co.
Joshin Maru, Jap. s.s., 702. H. Ohia, 5th Sept.,—Tsunami via Amoy and Swatow 4th Sept., Gen.—O. S. K.
Kumang, Br. s.s., 2,077. E. J. Buller, 5th Sept.,—Calcutta 23rd Aug., Coal.—J. M. & Co.
Mausam, Br. s.s., 1,041. R. Houghton, 4th Sept.,—Sandakan 25th Aug., Gen.—J. M. & Co.
Nanchan, Br. s.s., 1,439. A. Jones, 1st Sept.,—Singapore 28th Aug., Rice and Gen.—B. & Co.
Neil MacLeod, Am. s.s., 901. E. Corn, 19th June,—Manila 16th June; Ballast.—Order.
Petrarch, Ger. s.s., 1,152. R. Hatje, 12th June,—Saigon 7th June, Gen.—S. W. & Co.
Rajaburi, Ger. s.s., 1,189. O. Koch, 4th Sept.,—Bangkok 26th Aug., Gen.—M. & Co.
Raon, Nor. s.s., 775. A. Dekam, 3rd Sept.,—Moli 28th Aug., Coal.—Agaard, Thoresen & Co.
Samson, Ger. s.s., 998. F. Rehwaldt, 4th Sept.,—Bangkok 28th Aug., Rice and Wood.—B. & S.
Sexta, Ger. s.s., 960. Kraepel, 2nd Sept.,—Wakamatsu 26th Aug., Coal.—S. & Co.
Simongan, Dut. s.s., 1,202. Zuiderhout, 2nd Sept.,—Samana and Java Ports 24th Aug., Sugar.—Yuen Fai Hong.
Skuld, Nor. s.s., 947. A. Odd, 6th Sept.,—Surabaya 2th Aug., Sugar.—Agaard, Thoresen & Co.
Stettin, Br. s.s., 1,242. Farrell, 3rd Sept.,—Shanghai 31st Aug., Ballast.—Mr. Geo. McBain.
Taikosan Maru, Jap. s.s., 1,260. F. X. Doherty, 4th Sept.,—Kuchinozaki 1st Sept., Coal.—M. & Co.
Takao, Ger. s.s., 1,260. Ballast.—Order.
Takao, Ger. s.s., 1,260. F. X. Doherty, 4th Sept.,—Kuchinozaki 1st Sept., Coal.—M. & Co.
Takao, Ger. s.s., 1,260. Ballast.—Order.

A Mail for Macao, is despatched on Wednesdays on week-days at 6.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for Canton, Shamshui and Wuchow are closed on week-days at 7.30 a.m. and at 4.00 p.m.

A Mail for Namtan, Sanbue, Kongkong, are closed every weekday, at 6.00 p.m. On Sundays the mails are closed at 9.00 a.m.

No mails are despatched to these places on Saturday evening, unless previously notified.

Holbow and Haiphong—Per Carl Diederich-

sen, 10th Sept., 5 P.M.

Karatzu, Kobe, Yokohama, Salina Cruz, Callao and Iquique—Per Glenfar, 11th Sept., 11 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjilatjap, 11th Sept., 5 P.M.

A Mail for Macao, is despatched on Wednesdays on week-days at 6.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for Canton, Shamshui and Wuchow are closed on week-days at 7.30 a.m. and at 4.00 p.m.

A Mail for Namtan, Sanbue, Kongkong, are closed every weekday, at 6.00 p.m. On Sundays the mails are closed at 9.00 a.m.

No mails are despatched to these places on Saturday evening, unless previously notified.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under:—

Park View—9.25 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on week-days and 9.25 a.m. on Sun. days.

Ladder St.—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sun. days.

Macdonnell Road—8.50 a.m., 10.50 a.m., 12.50 p.m., 2.50 p.m. on week-days and 8.50 a.m. on Sun. days.

No. 1 Police Station—8 a.m., 11 a.m., 2 p.m., 3 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Lettuce that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

TO-MORROW.

8. Peter's Seamen's Church.

Queen's Road West.

Thirteen Sunday after Trinity.

Holy Communion 7.30 a.m.

Morning Prayer 11 a.m., Venetian Savage;

Tide, Deum, Russell; Benedictus, Langdon; Hyms, 324, 460, 523 and 524.

Evening Prayer, 6.30 p.m., Cantate, Crotchet, Deus, Hopkins; Hymns, 295, 344, 540 and 402.

The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The Answering Pennant in the Call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school to 10.45 a.m.

Meeting at Seamen's Institute 72, Praya

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchoi:—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, CAL-
CUTTA, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MAR-
SEILLES on TUESDAY, the 18th September,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Yarra* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. SALAZIE..... 2nd October.

S.S. OCEANIEN..... 16th October.

S.S. TOURANNE..... 30th October.

S.S. TONKIN..... 13th November.

S.S. ARMAND BEHIC..... 27th November.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th September, 1906. [11]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tops. Captain. Sailing.

Pleated * ... 3,755 F.G. Purington 20th Sept.

Lyra ... 4,417 G.V. Williams 20th Sept.

Shawmut ... 9,606 E.V. Roberts 24th Oct.

Tremont ... 9,606 T.W. Garlick.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DOUDWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 27th August, 1906. [12]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公裕廣生

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VIEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to our Dispersal and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship

About

"ATHOLL" 11th September.

"ERROLL" 2nd October.

For Freight and further Information, apply

DOUDWELL & CO., LIMITED,

Agents.

Hongkong, 30th August, 1906.

AN APPEAL.

THE SUPERIORIEST OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE'S WORK.

Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioriess will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS OLD HIGHLAND 16.75

C. P. & CO.'S SPECIAL BLEND 20.00

PORT WINE, INVALIDS 12.50

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [40]

SHARE QUOTATIONS:

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUR.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$25,000,000 \$12,735	\$1,72,472	\$1,15/- @ Ex. 2/1 = \$16.47 for first half- year 1905	54 %	\$25 London 9/3 10/- fix div.
National Bank of China, Limited	60,925	\$7	\$6	\$150,000	\$74,097	\$2 (London 3/6) for 1905	...	\$47
MAINE INSURANCES.								
Xianx Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	64 %	\$325
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87½ buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$40,000 \$111,121	\$2.7 2.771	Interim div. of 13/1 for 1905	41 %	\$285
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$161,78 \$15,527	\$50 134	\$1 and 13 special dividend for 1904	8½ %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$344,618	\$30 for 1904	61 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$6,000	\$5,563	\$18 for 1905	78 %	\$32½ buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$264,38 \$48,641	Nil	\$18 for 1905	64 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$256,000	\$26,000	\$3½ for year ended 30.9.05	78 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$144,386 \$172,000	\$5,464	" for 1st half-year 1906	74 %	\$28 buyers
Indo-China Steam Navigation Company, Limited	70,000	\$10	\$10	\$280,918 \$1,099	\$2.412	10/- @ ex. 2/1 9/16 = \$1.62	64 %	\$74 sales
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 2,136	Interim div. of Tls. 2½ a/c 1906	8½ %	Tls. 58 sellers
Shell Transport and Trading Company, Limited	200,000	Tls. 50	Tls. 50	\$40,000	Tls. 207,815	Interim div. of Tls. 1½ for 1905	4 %	Tls. 27½ buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$15,000 \$31				